THE Bombay Gazette AND INDIAN DAILY NEWS.

No. 5,524. NEW SERIES.] BOMBAY : TUESDAY, MARCH 10, 1863. [Annual Subscription in advance...RUPEES FIFTY-TWO.

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Is published *twice a month*—namely, on the departure of every Overland Mail from Bombay for Europe. It consists of such Indian and other Eastern Intelligence as has transpired throughout the previous fortnight, and is known to be of general interest in Europe, including all important changes in the disposition of H. M.'s Indian Army and Navy, Reports of the Markets, Shipping, Register of Births, Deaths, and Marriages, &c.

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Letters for the Editor of the *Bombay Gazette* should be addressed to 27, Apollo Street, Bombay. Letters for the publisher, and all communications relating to the *Bombay Gazette Press* should be addressed to the Manager, Fort, Bombay.

FOR LIVERPOOL.

THE fine A 1, 13 years, Ship VITTORIA, 848 Tons, Captain E. MARTIN, has excellent accommodation for Passengers. For particulars, apply to Captain E. MARTIN or to ROBERT FRITH & Co.

Bombay, 9th March 1863.

FOR HAVRE.

THE fine Clipper French Ship GISCOURS, Captain LAINE, of 512 Tons register, has excellent accommodation for first class Passengers. For particulars, apply to Messrs. DINSHAW ARDASEER & Co., No. 2, Bell Laine.

Bombay, 9th March 1863. Agents for Captain LAINE.

FOR CALCUTTA.

With quick despatch.

THE fast sailing first-class Ship HYDREE, of 629 Tons register, D. CHRICHTON, Master, will sail for the above Port in a few days. For Freight or Passage, apply to HAJEE ABDOOL KARIM CADOO, the Owner, at Muzjid Bunder in Khand Bazaar, out of Fort.

Steam Communication to Point de Galle, Penang, Singapore, and Hongkong.

THE Peninsular and Oriental Steam Navigation Company's Screw Steam-Ship NORNA, (1,100 Tons and 250 H.P.), Captain G. BAIN, will be despatched for the above Ports, on SATURDAY, the 14th March, at 9 A.M., from Mazagon, taking also Cargo and Passengers for Madras and Calcutta.

Last Shipping day, Wednesday, the 11th instant. No brokerage will be allowed on any Chest of Opium, not in the Ship on 11th instant.

G. A. GRAINGER, Acting Superintendent.

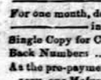
P. & O. S. N. Company's Office,
Bombay, 9th March 1863.

N.B.—It is necessary that Bills of Lading and Receipts should be in Office by noon of Thursday, the 12th instant.

Shippers of Cargo on this Company's Black Bills of Lading are particularly requested to note the terms and conditions of these Bills of Lading, with reference to the transhipment and forwarding of Cargo, with a view to the adequateness of their Insurance Policies in respect of the same.

OVERLAND ROUTE *via* TRIESTE

(In direct communication with the P. and O. Co.'s Steamers to Suez.)



THE AUSTRIAN LLOYD'S MAIL STEAMERS leave Alexandria direct for Trieste weekly, immediately after the arrival of the Bombay and Calcutta Mails and Passengers from Suez. The distance between Alexandria and Trieste is 200 miles shorter than that between Alexandria and Marseilles and is much more agreeable, it being a coasting trip full of variety of beautiful scenery from the Island of Candia to the port of Trieste. The passage occupies only 4½ to 5 days and the Company employ on this line their best Steamers, built expressly for this service, and with special reference to the accommodation and comfort of Passengers, with an experienced Surgeon on board each vessel. At Trieste the traveller to England has an extensive choice of picturesque and interesting routes, occupying from 3 days 6 hours to 5 days to London at an expense varying from £7 to £13.

The railway between Trieste, Calais and Ostend, is completed throughout.

The Custom-house and Pass-port systems have been considerably modified and need not cause any apprehension of being vexatious or troublesome.

Passengers by the P. and O. Company's Steamers to Suez can have their baggage forwarded by that Company's Steamers to Southampton at a charge of 10s. per cwt., to which the Austrian Lloyd's Agent at Suez will attend.

The undersigned Agents are prepared to grant passage tickets for the Steamers plying between Alexandria and Trieste and for the railway between Suez and Alexandria.

Rates of passage money, including a *liberal* table and steward's *fees* from Alexandria to Trieste, *first-class* £16 ; *second-class* £11 ; *children* under 10 years at *half fare* ; under 2 years *free*. Railway tickets from Suez to Alexandria with all the privileges of Passengers by the P. and O Co. *first-class* £7, *second-class* £3 10s. ; *children* over 3 and under 10 years at *half fare*. For further particulars, apply to

A. H. RUSCHKE & Co.,
Agents for the Austrian Lloyd.

Bombay, 27, Medow Street.

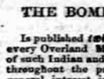
NOTICE.

Travellers by the Overland route *via* Trieste can have their Pass-ports *viséed* for Austria and Prussia by the undersigned.

A. C. GUMPERT.
Consul for Austria and Prussia.

Bombay, 27, Medow Street.

FOR CEYLON AND MALABAR COAST.



THE British India Steam Navigation Company (Limited,) will despatch a Steamer to Ceylon and the Malabar Coast on the 16th March, at 4 P.M., calling at Ratnagherry, Vingorla, Goa, Sadashewghur, Mangalore, Cannanore, Cochin, and Colombo.

W. NICOL & Co., Agents.

N. B.—Passengers may be conveyed to Madras and Calcutta by this opportunity.

FOR KURRACHEE.

THE British India Steam Navigation Company (Limited,) will despatch the Screw Steam Ship MAHARAJ, Captain KIDDER, to Kurrachee, on Tuesday, the 10th March at 5 P.M.

W. NICOL & Co., Agents.

FOR KURRACHEE.

THE S. S. "PIONEER," R. TAUNTON, Commander, will be despatched as above, on THURSDAY, the 10th instant, at 4 P.M. For Freight and Passage, apply to RITCHIE, STEUART & Co.

P. S.——No Cargo will be received on board after 10 A.M. of the day of starting.

FOR SURAT.

THE well-known and fast sailing Steamer SIR J. R. CARNAC, Commander, T. VAN WOLLEN, will leave for the above Port, TO-MORROW, WEDNESDAY, the 11th instant, at noon.

It is requested that Passengers will not go on board without a shipping order from the Office.

For Freight or Passage apply at the Office, Bazar Gate Street, Fort.

FOR SURAT.

THE new and fast-sailing Screw Steamer TAPTEE, THOMAS ELLIS, Commander, recently arrived from England, has very superior accommodation for first-class Passengers, and will be despatched for the above Port, on FRIDAY next, the 13th instant.

For Freight or Goods, Specie, and Passengers, apply to the Manager, opposite to Kavakhana's Lane, Bazar Gate Street, Fort.

FOR SURAT.

THE new and well-known Steamer MOUNTSTUART ELPHINSTONE, L. D. LOWE, Commander, will start for the above Port, on FRIDAY, the 13th instant, at 11 A.M.

For Freight or Passage, apply at the Steamer's Office, next to Bazar Gate.

Bombay, 10th March 1863.

Notices.

NOTICE.—Consignees of Cargo per *Peronia*, Captain HUTCHINSON, are requested to send off Boats their Cargo as it comes to hand, otherwise it will be landed at the risk and expense of the concerned.

Captain HUTCHINSON will not be responsible for the condition or contents of any Packages after they have left the Ship's Deck.

W. & A. GRAHAM & Co., Agents.

Bombay, 7th March 1863.

NOTICE.—Consignees of Cargo per *Chanaral*, Captain SHARP, from Liverpool, are requested to SEND OFF BOATS for their Cargo as it comes to hand, otherwise it will be landed at the risk and expense of the concerned.

Captain SHARP will not be responsible for the condition or contents of any Packages after they have left the Ship's deck.

W. NICOL & Co., Agents.

Bombay, 2nd March 1863.

NOTICE.—Consignees of Cargo per *Excelsior*, Captain SANDERSON, from London, are requested TO SEND OFF BOATS for their Cargo as it comes to hand, otherwise it will be landed at the risk and expense of the concerned.

Captain SANDERSON will not be responsible for the condition or contents of any Packages after they have left the Ship's deck.

W. NICOL & Co., Agents

Bombay, 2nd March 1863.

BOMBAY HUNT NOTICE.

THE season being over, the Members are particularly requested to attend a General Meeting at the Office of Messrs. Lawrence & Co., on TUESDAY the 10th instant, at 5 o'clock in the afternoon, for the purpose of closing the business of the past season, and determining upon future plans.

Bombay, 5th March 1863.

CHARLES LEE, Civil Engineer, Architect, Surveyor, &c., of considerable experience in India and also in Europe, will be happy to undertake Surveys, Designs for Buildings, Estimates, &c. &c. Terms moderate. Application to be made at his residence near the Powder Works, Matarpacky, Mazagon.

17th February 1863.

WE have, on the 1st February, established a branch of our Firm at Havre, under the style of S. TYABJEE & Co.

S. TYABJEE & Co.

NOTICE.—TENDERS ARE INVITED for the construction of a Retort-house, Coal Stores, Coal Sheds, Gasholder Tanks, Boundary walls, &c. &c., for BOMBAY GAS COMPANY (limited).

Sealed Tenders marked "TENDERS FOR GAS WORKS" to be addressed to the Company's Agents on or before the 15th of March next. Full particulars can be obtained from the Company's Agents, Messrs. Stenhouse Co., Fort, Bombay. The Agents do not bind themselves to accept the lowest or any Tender, nor to assign reasons for the rejection of any Tender.

STENHOUSE Co.,
Agents for the Bombay Gas Company, Limited.

NOTICE IS HEREBY GIVEN, that Sealed Tenders, for the supply for one year, of Mess Cloth, Dungaree Cloth, Europe Candles, Europe & Country Sealing Wax, Bengal Twine, Gunny Dammer, and Cocoanut Oil, required for use in the Bombay Post Office, will be received on Wednesday the 1st of April 1863 at 12 o'clock Noon.

2. Parties tendering must make a Cash Deposit of Rupees One hundred, which will be forfeited in case the party whose tender may be accepted should fail to furnish forthwith the required Security to the extent of Rupees Five hundred for the due fulfilment of his Contract.

3. No reason will be assigned for the rejection of any Tender.

4. Samples of the Articles to be supplied can be seen at any time, and further particulars known by personal application at this Office, between the hours of 11 A. M. and 4 P. M.

5. The security will likewise be forfeited, should the party whose Contract is accepted refuse to fulfil the Contract.

E. T. BEAUVAIS, Post Master.

Bombay, Genl. Post Office, 21st February 1863.

NOTICE.—On the 7th April 1863, will be sold by Public Auction, 540 Logs of Teak Timber, belonging to the Cochin Government, and lying in the Timber Depôt at Ernacollum.

2. The Timber will be put for sale in lots of 20 Logs each without distinction as to classes.

3. The Timber will be sold by the Candy of one Cubic Kole, a Kole being equal to 28¼ English Inches.

4. The contents of each Log will be determined by its actual dimensions without reference to defects of any description, but for these latter a deduction of 15 per cent. will be allowed from the price of each Lot.

5. The purchaser will be required to pay on the day of sale a deposit equal to one-third of the amount of their respective purchases and the remainder on the removal of the Timber.

6. Payment to be made in Rupees.

7. The Lots to be at the risk of the purchasers from the time they are knocked down to them.

8. The Timber will be delivered in the River at Ernacollum at the expense of the Government.

9. The whole of the Timber to be removed by the 15th June 1863, in default of which such Lots as may not be cleared away will be re-sold at the risk and expense of the original purchasers, and will forfeit the amount of their respective deposits and will be responsible for the loss that may be sustained by the re-sale of the Timber but who will not be entitled to any advantage that may result therefrom.

J. S. VERNEDÉ,
Commercial Agent to the Cochin Government.

Commercial Office, Ernacollum in Cochin, 26th Feb., 1863.

THE BOMBAY STEAM NAVIGATION COMPANY.—NOTICE is hereby given, that the Directors of the above Company are prepared to distribute on and after the first day of March next, the realized assets of the Company amongst the Shareholders in accordance with the 57th Clause of the Deed of Settlement.

Dividends can only be paid to Registered Shareholders or their properly constituted Attorneys.

Persons having shares to sell, but whose names do not appear on the Register must at once apply to be registered to the undersigned at the Office of Messrs. Ritchie, Steuart & Co.,

By order of the Directors of the B. S. N. Company,
NUSSERWANJEE BARDURJEE.

Bombay, 31st January, 1863.

EAST INDIAN RAILWAY.—The East Indian Railway Company having nearly completed the work for which the Inland River Transport Flotilla was constructed, are prepared to accept Tenders for all or any portion of the same. It consists of eight Steamers built and engined by the firm of Messrs. Robt. Stephenson & Co., of Newcastle-upon-Tyne, of Five Steamboats built or purchased in India—of Eight Iron Barges, built in England by Messrs. Robt. Stephenson & Co., and Messrs. Vernon & Co., and of a large number of River Sailing Boats built or purchased both in England and India.

Full particulars may be obtained of, and Tenders for the whole or any part, will be received up to the 1st May, 1863, by EDWARD PALMER, Esq., the Company's Agent at Calcutta, who is empowered to accept from time to time such tenders as may be considered satisfactory.

D. I. NOAD, Secretary.

Alderman's Walk, New Broad Street, E.C.,
London, 17th November, 1862.

BRITISH HOTEL.

ADVERTISEMENT.—The Proprietors of the late "British Hotel" having closed their business, take this opportunity respectfully to offer their grateful acknowledgments to the Public and Gentry of Bombay, and Outstations, for the kind support and patronage bestowed upon them for the time they conducted their late Establishment, and at the same time to solicit the favor, that such of their supporters as have bills still left unsettled with them will oblige them with an early remittance to enable them to finally close the accounts.

PESTONJEE SORABJEE & Co.
British Hotel, Lane, Fort, 1st Dec. 1862.

COTTON CLEANING AND PRESSING MACHINE AGENCY.

MANCHESTER COTTON COMPANY, LIMITED.

GENERAL BOARD OF DIRECTORS.

HUGH MASON, Ashton-under-Lyne, Cotton Spinner, Chairman.

JOHN CHEETHAM, Stalybridge, Cotton Spinner.
EDMUND ASHWORTH, Bolton, do.
THOMAS BARTON, Manchester, do.
JAMES MARSHALL, Stockport, do.
THOMAS EMMOTT, Oldham, do.
E. C. HOWARTH, Stockport, do.
THOMAS WOODS, Wigan, do.
ROBERT PLATT, Stalybridge, do.
H. LITTLEDALE, Liverpool, Cotton Merchant.
FRED. STEINER, Accrington, Turkey Red Dyer.
J. BUCKLEY, Ashton-under-Lyne, Cotton Spinner.
JOHN MAYALL, Mossley, do.
JOSIAH RADCLIFFE, Oldham, do.
JOHN WALKER, Bury, do.
WILLIAM WILD, Bury, do.
JOSEPH SCHOFIELD, Middleton, do.
JAMES BARLOW, Bolton, do.
JOSEPH THOMPSON, Manchester, do.
WRIGHT TURNER, Manchester, do.
THOS. MOSLEY, Manchester, Merchant.
WM. MORRIS, Manchester, Cotton Spinner.
WM. WANKLYN, Bury, do.
JOHN TAYLOR, Oldham, do.
J. F. CHEETHAM, Stalybridge, do.

G. R. HAYWOOD, Secretary and Manager.

Important to Home and Foreign Governments, Cotton Companies, Capitalists, Merchants, and Cotton Growers.

THE Directors of the Manchester Cotton Company, Limited, are prepared to receive orders for the supply of all descriptions of the most approved Cotton-Gins, Hydraulic and Hand-Presses, Horse or Bullock-power Machines, Hand-Driving Wheels, and Agricultural Implements.

The experience and information acquired by the Directors will enable them to supply Machinery of the best construction, with the latest improvements and on the most economical terms.

The Directors will execute such orders on commission, and all Machinery will be inspected by the Company's Engineer prior to shipment or delivery.

G. R. HAYWOOD, Secretary and Manager.
1, Newall's Buildings, Manchester, 12th Dec., 1862.

MESSRS. TREACHER & Co. have just received fresh from FORTNUM, MASON & Co., the following Novelties of a kind never before imported into Bombay.

YORK PIES, SOUPS, MEATS, TRUFFLES, MUSHROOMS, in tins.
RONSONS, ALMONDS, IMPERIALS, MUSCATS, APRICOTS, PEACHES, CHERRIES, in jars and tins.
CRYSTALLIZED FRUITS, RINGS, FIGS, FRUITS la NOYEAU and BRANDY, in boxes and bottles.

Rampart Row.

Books, etc., for Sale.

Just published, Demy 8vo. Half-bound. Price Rs. 3.

THE ACT OF PARLIAMENT
CONSTITUTING
THE HIGH COURT OF BOMBAY,
WITH
THE QUEEN'S LETTERS PATENT
AND
OTHER DOCUMENTS RELATIVE TO THE SAME.

Bombay Gazette Office, Fort.

BOMBAY CIVIL LIST, as the same stood on the 16th December 1862, showing the names and designations of the Civil, Military, and Uncovenanted Servants of Government in the Political, Revenue, Revenue Survey, Financial, Judicial, General, Ecclesiastical, Educational, and Public Works-Departments, Lists of H. M. Justices of the Peace, &c &c. Now ready. Price Rs. 1-8.

Bombay Gazette Office, Fort.

HOME NEWS, dated 26th Jan. and 3rd Feb., at the *Bombay Gazette* Office, Fort.

CHARTS.

TO SHIP MASTERS, SHIP OWNERS, AND CHARTERERS.

THE following selection of ADMIRALTY CHARTS, of the Latest Surveys, are now available at the *Bombay Gazette* Office :—

	Rs.	As.
Persian Gulf, Two Sheets	9	0
Kurrachee Harbour, Two Sheets	6	0
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Red Sea on large Scale	3	0

Bombay Gazette Office, Fort.

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THE FOURTEENTH ANNUAL PUBLICATION
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The ALMANACK will be sent to any part of the United Kingdom, direct, if required, at Rs. 8 per copy, Cash.

N. B.—The ALMANACK can be sent by post to any part of India Post Office, IF PREPAID. If sent Bearing, the Postage charge will range from As. 8 to Rs. 7-8-0, according to distance. The Publisher cannot undertake to prepay the Postage unless a previous remittance be made, or Stamps to the amount necessary be furnished.

Bombay Gazette Office, Fort.

THE BOMBAY RUPEE ALMANACK FOR 1863.

Is an abridgement of the above, and contains nearly two hundred pages.

*** *Outstation Orders must be accompanied with an advice of Remittance, or Stamps. By remitting two Annas additional, it can be forwarded to any part of India post-free.*

Bombay Gazette Office, Fort.

CHESSON AND WOODHALL'S LIBRARY, 24, MEDOW STREET, FORT.

NEW BOOKS AND NEW EDITIONS.
RECEIVED BY THE STEAMER "JEDDO."

Considerations on the Pentateuch, By I. Taylor...Rs.	1	14
Cassell's Illustrated Exhibitor; containing about 300 illustrations, with letter-press descriptions of the principal objects in the International Exhibition of 1862. Handsomely bound and gilt	5	12
Practical Mechanic's Journal, Record of the Great Exhibition of 1862	21	8
Running the Blockade. By Lt. Warmsford, R.N.	1	8
Comic Adventures of the Young Men from the Country	2	12
North and South. By the White Republican	6	12
Mallard, A Romance of Midnight, and edited by Earl Hampton	3	12
Life of General Sir Robert Wilson, &c. 2 vols. Edited by his nephew and son-in-law the Revd. H. Randolph, M.A., Oxon. With Portrait	19	8
Answers to Questions on the Construction of Mensuration and the Hythe papers. By Lt. E. W. Bogbie, Madras Infantry	2	0
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Lawrence Strailby : or, observations and experiences during 25 years of Bush-Life in Australia. Edited by the Revd. J. Graham	2	12
Lacon : or, many things in few words : addressed to those who think. By Revd. C. C. Colton, A.M.	4	8
Round Games for all parties, &c.	3	8
Lancashire Humor, and what aileth them	0	12
The Poetical Works of Thomas Moore. Complete and handsome edition	5	12
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Giants, and how to fight them	0	12
Cousin Bessie : a story of youthful earnestness	0	12
The Silver Cord. By Mrs. Geldart	0	12
Memoir of the late Revd. R. Nesbit. By Revd. J. M. Mitchell	4	8
Examples of Railway Making, &c.	9	0
Murray on the Stability of Retaining Walls, &c.	3	12
Thirteen Months in the Rebel Army. By an Impressed New Yorker	2	12
Freemasson's Pocket Book for 1863	2	0
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The Artillerist's Manual and British Soldier's Compendium. By Major F. A. Griffiths, R.A.	5	12
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BOOKS FOR CHILDREN, OLD AND YOUNG.

Every Boy's Book : a complete Encyclopedia of sports and amusements, intended to afford recreation and instruction to boys in their leisure hours, with upwards of 600 illustrations from original designs by W. Harvey and J. Weir	5	8
Every Girl's Book. A compendium of entertaining amusements, for recreation in home circles Compiled by Lucy Limford	2	12
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The Illustrated Girl's Own Treasury, specially designed for the entertainment of Girls and the development of the best faculties of the female mind, &c &c.	3	12
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Extraordinary Men—their boyhood, &c. By W. Russell.	1	12
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Both combined in one volume	3	8
Visits to the Zoological Gardens, Coloured plates	1	8
Scientific Amusements for Young people. By Pepper.	1	8
Cassell's Amusing Experiments	0	12
Kindness at home. This *Miscellany* ought especially to recommend itself to the many "old Indians" scattered throughout British, for in addition to tales and sketches illustrative of Indian life, we observe that the work contains a well-written monthly summary or retrospect of Indian affairs, and articles giving every information on military matters in India will also be found in its pages. The work is not quite a new one, for we notice that it has stood its ground for more than two years, and from its contents we are inclined to augur favourably of an advance in the literary tastes of our countrymen in the East. It is well got up, and reflects great credit upon the Bombay firm from whose press it is issued.—*Inverness Advertiser.*	2	0
This is an Indian monthly which combines in an agreeable manner the functions of a magazine and a newspaper. It has stories, tales, sketches of a fictional nature, and essays of a graver cast, with a London letter enumerating in business-like style the monthly chit-chat about politics and literature in the great metropolis. The feature, however, that is likely to prove most interesting to Anglo-Indian readers is the retrospect of Indian news, which appears to be carefully done. For "Old Indians" who wish to keep themselves *au cou ant* with all of importance going on in the country in which they spent their youth and manhood and, at the same time, to avoid the expense and trouble involved in wading through files of Indian papers, this "Miscellany" seems very well adapted.—*Scotsman*	2	0
THE "Cornhill" and the "Temple Bars" must not be supposed to have the whole field to themselves in our Colonies and dependencies. There lies before us a number of a magazine bearing the above title, and which we observe has reached its fifth volume. It is all, or nearly all, written in India, and printed and issued by its spirited proprietors in Bombay. The tales and sketches are, for the most part, illustrative of life in India, and the magazine forms an excellent vehicle for the contributions of Englishmen in our Eastern dependency, where most Europeans are too deeply absorbed in the cultivation of the "Pagoda Tree" to find much leisure for literature ; and among whom it is, therefore, all the more needful to give every encouragement to a little distraction from merely "material pursuits." "Old Indians"—and there are many of the class in our neighbourhood—will find this work to possess considerable interest for them, as we note that there is an admirably written monthly summary of Indian events. Every information relative to military movements is also given ; and any one taking an interest in the "Turf" in India will find, in the Racing Calendar of each month, all the information they may desire. For the better enlightenment of residents in India itself, a monthly article of European politics and literature is regularly furnished from London. Altogether, the work does much credit to its publishers, and is very deserving of public patronage.—*Brighton Examiner.*	3	12
The Illustrated Boy's Own Treasury of Science, drawing, painting, constructive wonders, rural affairs, wild and domesticated animals ; Outdoor Sports and Indoor Pastimes ; forming a complete repertory of home amusements and healthful recreations, embellished with 500 descriptive engravings	3	12
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Both combined in one volume	3	8
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Scientific Amusements for Young people. By Pepper.	1	8
Cassell's Amusing Experiments	0	12
Kindness at home. This *Miscellany* ought especially to recommend itself to the many "old Indians" scattered throughout British, for in addition to tales and sketches illustrative of Indian life, we observe that the work contains a well-written monthly summary or retrospect of Indian affairs, and articles giving every information on military matters in India will also be found in its pages. The work is not quite a new one, for we notice that it has stood its ground for more than two years, and from its contents we are inclined to augur favourably of an advance in the literary tastes of our countrymen in the East. It is well got up, and reflects great credit upon the Bombay firm from whose press it is issued.—*Inverness Advertiser.*	2	0
This is an Indian monthly which combines in an agreeable manner the functions of a magazine and a newspaper. It has stories, tales, sketches of a fictional nature, and essays of a graver cast, with a London letter enumerating in business-like style the monthly chit-chat about politics and literature in the great metropolis. The feature, however, that is likely to prove most interesting to Anglo-Indian readers is the retrospect of Indian news, which appears to be carefully done. For "Old Indians" who wish to keep themselves *au cou ant* with all of importance going on in the country in which they spent their youth and manhood and, at the same time, to avoid the expense and trouble involved in wading through files of Indian papers, this "Miscellany" seems very well adapted.—*Scotsman*	3	12
THE "Cornhill" and the "Temple Bars" must not be supposed to have the whole field to themselves in our Colonies and dependencies. There lies before us a number of a magazine bearing the above title, and which we observe has reached its fifth volume. It is all, or nearly all, written in India, and printed and issued by its spirited proprietors in Bombay. The tales and sketches are, for the most part, illustrative of life in India, and the magazine forms an excellent vehicle for the contributions of Englishmen in our Eastern dependency, where most Europeans are too deeply absorbed in the cultivation of the "Pagoda Tree" to find much leisure for literature ; and among whom it is, therefore, all the more needful to give every encouragement to a little distraction from merely "material pursuits." "Old Indians"—and there are many of the class in our neighbourhood—will find this work to possess considerable interest for them, as we note that there is an admirably written monthly summary of Indian events. Every information relative to military movements is also given ; and any one taking an interest in the "Turf" in India will find, in the Racing Calendar of each month, all the information they may desire. For the better enlightenment of residents in India itself, a monthly article of European politics and literature is regularly furnished from London. Altogether, the work does much credit to its publishers, and is very deserving of public patronage.—*Brighton Examiner.*	3	12

INDIAN AND BURMAN TIMBERS.

Description and strength of some of the Indian and Burman Timbers. By Conductor T. W. Skinner, Guncarriage Manufactory, Madras 1862 ..... 5 12

LATEST ENGLISH NEWSPAPERS.

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Tuesday, 10th March 1863.

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Banks.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

EXCHANGE.

THE Bank grants Drafts on London, and on Scotland and Ireland, also Circular Notes negotiable in Egypt, Syria, and the principal Towns of Europe, at the following current rates of Exchange:—

On London, at 6 months' sight	.....	2s.	0¼d. per Rupee.
" 4	do.	..... 2s.	0¾d. "
" 3	do.	..... 2s.	0¾d. "
" 2	do.	..... 2s.	0¾d. "
" 1	do.	..... 2s.	0d. "
" On demand		..... 1s.	11¾d. "
On Scotland	do.	..... 1s.	11¾d. "
On Ireland	do.	..... 1s.	11¾d. "
Circular Notes for the use of Travellers on the Continent and to Europe, Overland, at 1 day's sight		..... 1s.	11¾d. "

Drafts at 6 months' sight are not granted for less than £50 and amounts under £20 are only drawn for payable on demand.

The Bank also purchases Bills and grants Drafts payable in Calcutta, Madras, Ceylon, Hongkong, Canton, Shanghai, Singapore, Penang, and Mauritius.

Bills collected at any of the above places at an uniform charge including postages, of one per cent.

INTEREST ALLOWED.

On Current Accounts	2 per cent.
Deposits for 3 months	3 "
Do. do. 6 do.	4 "
Do. do. 12 do.	6 "

No interest allowed on Current Account Balances under Rs. 1,000 on or over Rs. 50,000, unless by special agreement

No cheques paid or cash received under Rs. 20.

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies, without charge, and realizes Interest and Dividends thereon on the following terms:—

If to be remitted in the Bank's Drafts, without charge.

If to be paid in India, a Commission will be charged of ¼ per cent.

On returning Government Paper, or Share Certificates out of safe custody, or when sold or paid, paying the proceeds of sale in India, a commision, will be charged of ¼ per cent. But if proceeds are remitted on the Bank's Drafts, without charge.

Commission charged on purchase and sale of Government Securities and Shares ¼ per cent.

R. D. PEEBLES,
Bombay, 19th Jan. 1863. Acting Agent.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN, (LIMITED.)

CAPITAL ONE MILLION STERLING,
IN 10,000 SHARES OF £100 EACH.
Head Office—16, *Cornhill, London.*

BOARD OF DIRECTORS.
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Bankers.
LONDON.....The Alliance Bank of London & Liverpool, (Limited,) 5, Lothbury.
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The Bombay Branch has been opened for business in the premises lately occupied by the Bank of Bombay.

The Manager grants drafts on London or Liverpool at the following rates of Exchange:

At 6 months' sight	.....	2s.	0¼d. per Rupee.
4	do.	2s.	0¾d. do.
3	do.	2s.	0¾d. do.
2	do.	2s.	0¾d. do.
1	do.	2s.	do.
On demand	.....	1s.	11¾d. do.

To prevent disappointment to persons at a distance who may purchase the Bank's Bills on Europe, the Manager will, whenever so desired, forward the first of exchange direct on being furnished with the address of the person to whom the Bill is to be sent. *In all instances where a Bill is required in favor of a Lady, her Christian name must be given in full.*

The Bank is prepared to negociate drafts payable in London or Liverpool, and will also purchase or grant Bills payable in Calcutta.

CURRENT ACCOUNTS.

Interest allowed at 2 per cent. per annum on balances exceeding Rs. 500 and not more than 50,000, and 1 per cent. per annum on balances exceeding Rs. 300 and not more than Rs. 500.

Interest is not allowed on balances of more than Rs. 50,000 except by special arrangement.

FIXED DEPOSITS.

Subject to 12 months' notice of withdrawal 6 per cent per annum.
Do. 9 do. do. 5½ do. do.
Do. 6 do. do. 5 do. do.
Do. 4 do. do. 4½ do. do.
Do. 3 do. do. 4 do. do.
Do. 1 do. do. 3 do. do.

Notice of withdrawal may be given either when the money is deposited or at any future time, if the deposit be taken in the Bank's draft on Europe, the notice of withdrawal will generally be dispensed with.

The Bank reserves to itself the right of paying off or of modifying the terms of Fixed Deposits, on giving one month's notice.

Government Paper and other Securities received for safe custody, and the interest remitted by the Bank's draft free of charge.

The Bank will procure enfeasement of Government Paper on Head of Constituents, and forward the same to the Head Office without charge.

It is particularly requested that all orders or Hoondees may be made payable to, and all communications addressed to "*The Manager, Bank of Hindustan, (Limited,) Bombay.*"

R. E. W. BAKER,
Bombay Bank House, 30th January 1863. Manager.

CENTRAL BANK OF WESTERN INDIA.

INTEREST ALLOWED.

ON Current Deposit Accounts above Rs. 1,000, and not exceeding Rs. 50,000, repayable on demand, at 2 per cent per annum.

On Deposits for 3 months certain 3 per cent per annum.
Do. " 6 " " 5 " "
Do. " 12 " " 6 " "

EXCHANGE.

Bills on London, at 6 months' sight		2s.	0¼d. per Rupee.
Ditto	at 4 ditto	2s.	0¾d. do.
Ditto	at 3 ditto	2s.	0¾d. do.
Ditto	at 2 ditto	2s.	0¾d. do.
Ditto	at 1 ditto	2s.	0d. do.
Ditto	sight ditto	1s.	11¾d. do.

Drafts at 6 months' sight are not granted for less than £50 and amounts under £20 are only drawn for payable on demand

COMMISSION.

On the sale or purchase of Government and other Securities 5 per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account or remitted home in the Bank's Bills, also without charge.

On Interest, or Dividends, or on proceeds of Securities by Sale, ½ per cent. commission charged, if the amounts be paid in India, if remitted home by the Bank, no commission charged.

On returning Securities out of safe custody ½ per cent. Commission

Hours of business .....10 A.M. to 4 P.M.
Saturdays .....10 A.M. to 1 P.M.

EDWIN HEYCOCK,
Bombay, 31st January 1863. Manage.

ORIENTAL BANK CORPORATION.

BOMBAY AGENCY.

EXCHANGE.

THE CORPORATION grant Drafts on London on demand, and at from one day to six months' sight, and Drafts on Scotland and Ireland on demand; also Circular Notes negotiable in Egypt, Syria, the Continent of Europe, New York, the West Indies, Australia, New Zealand, and the Cape of Good Hope.

The Current rates of Exchange are:—

On London at 6 months' sight	.....	2s.	0¾d. per Rupee.
" 4	do.	2s.	0¾d. do.
" 3	do.	2s.	0¾d. do.
" 2	do.	2s.	0¾d. do.
" 1	do.	2s.	0d. do.
" on demand	.....	1s.	11¾d. do.
On Scotland	do.		
On Ireland	do.		
On Paris, at 3 days' sight	.....	1s.	11¾d. do.

Circular Notes payable throughout Europe, 1s. 11¾d. do.

No Drafts at six months' sight are granted for sums under £50. Sums under £20 are only drawn for on demand.

Drafts are also granted on Calcutta, Madras, Ceylon, Hongkong, Singapore, Mauritius, Melbourne, and Sydney.

The Corporation purchase or collect Bills payable in Europe or in Calcutta, Madras, Ceylon, Hongkong, Singapore, Mauritius, Melbourne, and Sydney.

DEPOSITS.

The Corporation receive Deposits on the following terms:—

Repayable on demand, in sums of Rs. 100 and upwards ..... 2 per ct. per annum.
Do. in one sum, at 3 months' notice..... 3 "
Do. do. 6 do. ..... 4 "
Do. do. 12 do. ..... 5 "

No interest allowed on Deposits under Rs. 1,000, nor on deposits over Rs. 50,000, *unless by special arrangement.*

REMITTANCE.

The Corporation undertake to remit money to Europe by each Overland Mail free of charge.

Parties are requested to make all Orders or Hoondies payable to "*The Oriental Bank Corporation or Order,*" and to state distinctly the name and address of the person to whom the Remittance is to be made. (*if to a Lady, her Christian name or names in full,*) and the sight at which the Bills are to be drawn.

COMMISSION.

The rate of Commission charged by this Agency on the purchase or sale of Government Securities negotiable in Bombay, is ¼ per cent. on the amount invested or realized, and on the collection of Bills, one per cent. and Postage.

The Corporation take charge of Government Paper, Shares in the Bank of Bombay, and other local Stocks, free of all charges, and will draw for Interest and Dividends on the same as they fall due, on the following terms:—

If to be remitted through the Corporation .....Without charge.
If to be paid in India, a Commission will be charged of ..... ¼ per cent.
On returning Government Paper out of safe custody ..... ¼ per cent.
Hours of business..... 10 to 4 o'clock.
Saturday ..... 10 to 1 do.

KURRACHEE SUB-AGENCY.

Messrs. Finlay and Co. will grant Drafts on the Corporation and negotiate Bills payable in London and Bombay.

Bombay, 28th January 1863.

THE AGRA AND UNITED SERVICE BANK, (LIMITED.)

ESTABLISHED IN INDIA, 1833.
Incorporated by Royal Charter.

HEAD OFFICE.....3, THREADNEEDLE STREET, LONDON.
BRANCHES AT CALCUTTA, BOMBAY, MADRAS, AGRA, LAHORE, KURRACHEE, UMRITSUR, SHANGHAI, HONG-KONG, EDINBURGH, SYDNEY.
SUBSCRIBED CAPITAL, £2,000,000 (TWO MILLIONS STERLING.)
PAID-UP CAPITAL, £1,000,000 (ONE MILLION STERLING.)
RESERVED FUND, £200,000 (TWENTY LAKS OF RUPEES.)

THE BOMBAY MANAGER of the AGRA and U. S. BANK, (LIMITED,) is authorised to draw on the undermentioned Establishments:—

THE LONDON and WESTMINSTER BANK.
THE ROYAL BANK OF SCOTLAND (and Branches).
THE NATIONAL BANK OF SCOTLAND (and Branches).
THE NATIONAL BANK OF IRELAND (and Branches).

The Bank grants Circular Notes negotiable in Egypt and the Continent of Europe. The following are the current rates of Exchange:—

On London at 6 months' sight	.....	2s.	0¾d.
" 4 months' sight	.....	2s.	0¾d.
" 3 months' sight	.....	2s.	0¾d.
" 2 months' sight	.....	2s.	0¾d.
" 1 month's sight	.....	2s.	
" On demand	.....		
On Scotland	do.	1s.	11¾d.
On Ireland	do.		
Circular Notes	.....	1s.	11¾d.

The London General Manager will generally, if desired, be prepared to discount the Bank's Bills at the current rate of the day.

The Bank purchases Bills and grants Drafts payable at Calcutta, Agra, Madras, Lahore, Kurrachee, Umritsur, Hong-Kong, Shanghai, and Sydney.

INTEREST ALLOWED.

1. On Floating, or Current Deposits, payable on demand of not less than Rs. 1,000 or more than Rs. 50,000, 2 per cent. per annum.

2. On fixed Deposits at 3 months' notice, 3 per cent. per annum.

3. On Fixed Deposits at 6 months' notice, 4 per cent. per annum.

4. On Fixed Deposits at 12 months' notice, 5 per cent. per annum.

Fixed Deposits may generally be availed of for the Bank's Bills on London without notice.

Notice of withdrawal can be given at the time of depositing the money, or at any time thereafter.

Interest is credited to Deposit accounts half-yearly.

No Interest allowed on Current Account Balances over Rs. 1,000 or over Rs. 50,000, unless by special agreement.

The Funds of all public bodies connected with the Services and of such other Societies as the Directors may consider eligible for the same privilege, will be received by the Bank at the highest rate of interest for the time being subject to modified conditions.

The Bank reserves to itself the right of paying off all interest Deposits, and of modifying the terms thereof, on giving one month's notice.

Parties making remittances to the Banks should specify distinctly the Account or Accounts to which the same are to be credited. *Accuracy in this respect is particularly desirable.*

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies without charge, and realizes the Interest and Dividends, for which a charge will be made of ¼ per cent.

On returning Government Paper or other Securities out of safe custody, a charge will be made of ¼ per cent.

On the purchase or sale of Government Securities and Bank or other Stock, ¼ per cent.

To obviate disappointment to parties at a distance purchasing the Bank's Bills on England, which might reach them too late for despatch by first Mail, it is hereby notified that the Bank will, whenever so requested, transmit the first of Exchange direct, on being furnished with the correct address of the party at Home to whom the remittance is to be sent.

All Orders or Hoondies should be made payable to the Manager of the Agra & U. S. Bank, (Limited), or order, and the letters enclosing them should state distinctly the name of the person to whom the Remittance is to be made (*if to a Lady her Christian name or names in full,*) and the sight at which the Bills are to be drawn.

NOTICE.—The Bank will obtain registry of Promissory Notes of thes everal Loans of the Indian Government, and Enfacement for payment of the Interest in London.

Drafts for interest on such Government Promissory Notes, on the Treasuries of Calcutta and Madras, will be received for encashment at current rates of Exchange, or for realization in India, at the Head Office of the Bank in London, where constituents can also deposit their securities for safe custody.

Parties are requested to address "*The Manager of the Agra and United Service Bank, (Limited), Bombay*" and to make all orders or Hoondies payable to him.

A Branch of the Bank has been lately established at Sydney, New South Wales, (Mr. Alexander Campbell, Manager) for the transaction of business in all its Branches.

H. B. MACCULLOCH, Manager.
Bombay, 19th February 1863.

CHARTERED BANK OF INDIA AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER.
Office—No. 29, Threadneedle St., London.
Paid-up Capital—£644,000.
London Bankers, { The Bank of England. The City Bank.
Branches and Agencies at
Bombay, Calcutta, Singapore, Hongkong, and Shanghai.

BOMBAY AGENCY.

EXCHANGE.

THE Bank's Agency in Bombay grants Bills of Exchange on THE CITY BANK, London, at the following rates viz:—

6 month's sight (not under £50) at		2s.	0¾d. per Rupee.
4 Do.	at	2s.	0¾d. "
3 Do.	at	2s.	0¾d. "
2 Do.	at	2s.	0¾d. "
1 Do.	at	2s.	0¾d. "
Sight	at	2s.	0d. "

DEPOSITS.

Interest is allowed on CURRENT ACCOUNTS at 2 per cent. per annum, on the daily balance, and, and on FIXED Deposits, as follows:—

Repayable in one sum, at 3 months' notice, 3 per cent.
Do. 6 do. 5 "
Do. 12 do. 6 "

No Interest allowed on Current Account Balances under Rs. 1,000 nor on Deposits above Rs. 50,000, unless by special arrangement.

REMITTANCE.

The Bank's Agency undertakes to realise Drafts or Hoondies on the Presidency without charge, for remittance to Europe in the Bank's Bills on the City Bank, London.

All Drafts, or Hoondies, forwarded for realisation, to be made payable to the Chartered Bank of India, Australia, and China, or order.

COMMISSION.

On the sale or purchase of Government Paper, Bank Stock and other Securities ¼ per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account, or remitted home in the Bank's Bills.

On Interest or Dividends, or proceeds of Securities by sale ¼ per cent. if the amounts be paid in India, if remitted home by the Bank, no charge.

On delivering up of Securities, deposited for safe custody, 2½ per cent.

Office hours 10 A.M. to 4 P.M.; Saturdays 10 A.M. to 1 P.M.

The Directors have recently opened an Agency of the Bank of Rangoon for the transaction of general Banking and Exchange Business.

ANTHONY MORRISON,
February 21st, 1863. Agent.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th March 1848, and by Imperial Decree of 20th July 1854.
PAID-UP CAPITAL—Francs 40,000,000 (£1,600,000.)
RESERVE FUND—Francs 8,350,000 (£334,000.)
Head Office—14, *Rue Bergère, Paris.*
Agencies at Bombay, Calcutta, Shanghai, and Bourbon (Réunion).

London Bankers.
UNION BANK OF LONDON; MESSRS. C. J. HAMBRO AND SON.

BOMBAY AGENCY.
Offices—23, *Rampart Row.*

THIS Agency grants Drafts and Letters of Credit, and purchases or collects Bills on the abovementioned places; as also on the principal Towns of Continental Europe, on Madras, Pondichery, Kurrachee, Ceylon, Mauritius, Singapore, Hongkong, Sydney and Melbourne.

EXCHANGE.

Drafts granted as follows—

On London 6 months' sight	.....	2s.	0¼d. per Rp.
3 Do.	Do.	2s.	0¾d. "
On Demand	.....	1s.	11¾d. "
On France 6 months' sight	.....	frs.	2-57 cts. "
3 Do.	Do.	"	2-54 " "
On Demand	.....	"	2-51 " "

DEPOSITS.

Interest at 2 per cent. per annum allowed on Current Deposits when not less than Rs. 1000, nor exceeding Rs. 50,000, for fixed periods as may be specially arranged.

DISCOUNTS, LOANS, &c.

The Agency discounts approved Local Bills, grants Loans on Government Paper, Bullion, Bank Stock, and approved Shares and other Securities.

Any further information as to rates of business, &c. may be had at the Office, or on application by letter to the undersigned, to whom all remittances should be made payable.

T. R. R. DAVISON, Acting Manager.
Bombay, 1st February 1863.

Shipping.

BOMBAY.

ARRIVALS.

DATE.	SHIPS.	COMMANDERS.	FROM
March 8	Patterson	Lamble	Aden 1 Feb.
9	Etna	Graham	Liverpool 29 Oct.

DEPARTURES.

DATE.	SHIP.	COMMANDERS.	To
March 9	Victoria (s)	Nacoda	Surat.
	Manchester (s)	Donald	Surat.

PASSENGERS SAILED.

Per Steamer *Victoria*, to Surat.—One hundred and forty-two natives.

Per Steamer *Manchester*, to Surat.—Dr. Fox, and one hundred and seventy-seven natives.

COMMENCED LOADING.

The following vessels began to load yesterday.
Ship *Hydree*, for Calcutta.
Steamer *Norna*, for China &c.
Ship *City of Agra*, for Liverpool.
Brig *Daddy*, for Rudsoda.
P. & O. Co.'s Steamer *Jeddo*, for Aden and Suez.
Steamer *Maharaz*, for Kurrachee.

FOR LIVERPOOL.

824 Adriatic, D. Scott.—Ritchie, Steuart & Co. (c. l. Mar. 3)
1107 Almora.—Rennie, Scovell & Co. (c. l. Feb. 26)
1249 Arundel, Broadfoot—Ritchie Steuart & Co. (c. l. March 4)
967 Belcochee, Mitchell—Leckie & Co.
1300 Bosphorus, Murphy—Ritchie, Steuart & Co. (c. l. Jan. 30)
1122 Brunello, Orkney—Rennie Scovell & Co. (c. l. Feb. 9)
791 Cambay, Wilson—Finlay, Scott & Co.
1070 City of Agra, Sleigh—Coupland & Co. (c. l. Mar. 9)
816 City of Delhi, Muir—Grey & Co. (c. l. Feb. 20)
972 Concordia, D. Ross.—Ritchie, Steuart & Co.
870 Coronet, Coverry—Finlay, Clark & Co.
1215 Dawn of Hope, McKie—E. Latham & Co. (c. l. Feb. 13)
1047 Earl of Dalhousie, J. Campbell—W. & A. Graham & Co.
1268 Feronia, R. Hutchinson—Rennie Scovell & Co.
812 Ferozeshia, G. F. Daveren—Robinson & Co. (c. l. Feb. 24)
1410 Greyhound, Jackson—Leckie & Co. (c. l. Feb. 3)
1124 Havelock, Gandy—Rennie Scovell & Co.
1194 Herald, E. McGrath—Killick Nixon & Co. (c. l. Feb. 18)
768 James Russell, Muir—Ritchie Steuart & Co.
891 Jamsetjee Cursetjee, Foster—E. Bates & Co. (c. l. Feb. 20)
1707 King of Algeria, Snellie—Lawrence & Co. (c. l. Feb. 12)
1065 Lillies, Bell. (c. l. March 4)
1033 Magnolia, Baynon—M. Wadia Tons. (c. l. March 4)
951 Mornington, Guthere—W. Nicol & Co. (c. l. Jan. 30)
659 Moreno, Whiting.—Wallace & Co.
1075 Natolia, C. Butler—Ewart, Latham & Co. (c. l. Jan. 12)
1169 Pride of the Ocean, J. Kyle—A. H. Husckse & Co.
1337 Queen of the Seas—W. & A. Graham & Co. (c. l. Feb. 4)
1072 Resolute, Wallace—Ritchie Steuart & Co. (c. l. Feb. 5)
1194 Tasmauian, Attridge—N. Macdonald & Co. (c. l. Jan. 21)
1725 Tudor, Wherland—Killick, Nixon & Co. (c. l. Feb. 26)
848 Vittoria, Martin—Robert, Frith & Co.
1311 Wasp, Storey—Coupland & Co. (c. l. Feb. 17)
1004 Zambia, Miller—W. Nicol & Co. (c. l. Feb. 19)

FOR ADEN AND SUEZ.

1100 Jeddo, Browne. (c. l. Mar. 9)

FOR ADEN.

614 Forfarshire, Richmond. (c. l. Feb. 21)

FOR HAVRE.

514 Chanaral, Sharp—W. Nicol & Co.
512 Giscurn, Lain—Stearns Holme & Co. (c. l. Feb. 23)
527 Hadaasah, Dickson—Blackwell & Co. (c. l. March 3)
1459 Haddington, Browne—P. & O. Co.
647 Zemindar, Jones—Forbes & Co. (c. l. Feb. 9)

FOR CHINA.

559 Bombay Castle (s), Wadge—C. M. S. N. Co.
140 Ida, Jesson—David F. Stewart.
969 Mary, Brown.—C. M. S. N. Co.
1200 Norna, G. Burne. (c. l. Mar. 9)

FOR PENANG AND SINGAPORE.

436 Fateh Rahamon, Nicoline—Shaik Md. A. Latiff. (c. l. March 5)

FOR SINGAPORE AND SIAM.

327 Prince of Wales, Nacoda—H. J. Abadin.

FOR SIAM.

891 Prince of Wales, J. Winckler—P. Harrichund Sons & Co.

MOULMAIN.

364 Lone Star, Dizer—Ritchie Steuart & Co.
109 Nasarool Hamed, Nacoda—M. Hussein.
697 Noosrut Shah, W. Minty—Forbes & Co.

FOR CALCUTTA.

639 Cutch Merchant, Ashley. (c. l. Feb. 24)
620 Hydree, Chrichton—Abdool Cadoo. (c. l. Mar. 9)
1499 Tulja, A. Crowell—Cursondass Madhavadass.

FOR KURRACHEE.

403 Washington, A. Mahaud—S. Tyebjee & Co.

FOR KURRACHEE AND MAURITIUS.

Kurrachee (s), G. Beyts. (c. l. Feb. 27)

FOR HODOODA.

444 Waverly—Hajee Mohomed Sedick. (c. l. Feb. 26)

FOR ZANZIBAR COAST.

669 Nasree, Box—Dossibhoy Merwanjee & Co.

FOR BATAVIA.

380 Postilyon, Greir.

NOT FIXED.

1001 Algiers, Buchanan—Ritchie, Steuart & Co.
1811 Anna Dorothea, Smith—Coupland & Co.
307 Artemise, Nacoda—Cassum Natha.
277 Bombay (s), J. Woolley—Caliandass Nusserwanjee.
559 Bussora Merchant, Richards.—H. Moosa Joosub.
623 Colgrain, P. Case.—Peel Cassels & Co.
682 Excelsior, Sanderson—W. Nicol & Co.
950 Etna Graham—W. Nicol & Co.
212 Futtel Mujid, Nacoda—Woosman Voydina.
670 Futtel Salamun, T. Davies.—H. A. N. Mahomed.
820 Futtay Allum, Mitchell.
130 Hamidobux, Nacoda.
893 Harkaway, Johnson—Peel, Cassels & Co.
733 Hamooly, Nacoda—Shaik Mahomed Abdool Latiff.
1042 Indomitable, Carren, R. N. R.
574 Jamsetjee Jejeebhoy, H. Parker—Eduljee Framjee & Co.
1763 John Stuart, Burnase.
Jessore, G. Gachet.
369 Juddal Mamnon, Nacoda—Adamally Sooltanally.
374 Kusrovie, W. Gray—Parshotum Hirschund.
651 Lady Canning, H. M. Sidick.
Lady Amherst, Harrison.
80 Mahomed Bux, Nacoda—Cowasjee Eduljee.
624 Maria Grey, Jones—Aga Mohmed Tuckey.
747 Miletus, Shaw—M. N. Bhownuggur.
1040 Patterson, Lamble.
705 Phatel Barry, Nacoda—H. Esmal H. Habib.
1328 Princess Alexandra, White—W. Nicol & Co.
600 Sarah, Gordon.—Wallace & Co.
498 Shaw Allum, C. Ricker—H. S. Jaffer.
706 Thames, Tatham—Captain.
459 Tilly (s), W. Clayton—B. J. S. N. Co.
679 Tomogonops, J. Fox—N. Wadis & Co.
1191 Whampoa, Pritchard—Tudor Ice Company.

P. & O. Co.'s STEAMERS.

476 Azof, Brasley.
1300 Benares, Wright.
1959 China, R. Curling.
1009 Pottinger, H. K. Toll. (Laid up)

VESSELS IN KURRACHEE HARBOUR.

FOR MARSEILLES.

Duke of Northumberland, Brown—D. Cursetjee & Co.
Reine de Anges, Terras—D. Cursetjee & Co.
Shaw Allum, Clarke—Captain.

FOR MAURITIUS.

Japan, Henderson—Captain.
391 Lady Rawlinson, Rowe—Fleming & Co.

FOR BOMBAY.

1156 Frenchman, Galloway—Oriental I. S. Company.

MAULMAIN.

591 Princess Royal, Anderson—Fleming & Co.

FOR BOURBON.

Godavery.

NOT FIXED.

Rebecca Shephard, Summers—Captain.

MADRAS.

DEPARTURE.—March 3. Ship *Trafalgar*. J. H. Taylor, to London.

Military.

BOMBAY.

ARRIVALS.—MARCH 9.

Loith, Inspector General of Hospitals, A. H.; Medical Department, on duty, from Belgaum.
Hey. Lieut. S.M.; 31st Regt. N. I., on medical certificate, from Belgaum.
Pierce, Captain J. H.; 24th Regt. N. I., on leave.
Savage, Lieut.-Colonel, 91st Regt., on leave, from Kamptee.
Perkins, Lieut. A. F.; 91st Regt., on leave, from Kamptee.
Reynolds, Major W.; Invalid Establishment on medical certificate, from Poona.
Orr, Surgeon Major J. H.; Madras Army M. D.; from Madras.
Waring, Assistant Surgeon R.; Medical Army, on medical certificate, from Travancore.
Stevens, Ensign M. W. 18th Regt. N. I., from leave from Matheran.
Wade, Lieut.-Colonel W. H.; 26th Regt. N. I., on leave, from Kamptee.
Burjorjee Ardeshir, Sub-Assistant Surgeon, Civil Medical Department, on duty, from Sawuntwady.

DEPARTURES.—MARCH 9.

Fox, Assistant Surgeon, 13th Regt. N. I., to join, to Ahmedabad.
Orr, Surgeon Major J. H.; Madras Army, M.D., to join, to Nagpore.

GARRISON ORDERS.

BY BRIGADIER J. LIDDELL, C.B.

Bombay, Monday, 9th March 1863.

The 103rd Regt., the Officer for the Castle Guard to-morrow. The 21st Regiment N. I., the Adjutant for the day.

1. The Subaltern of the 103rd Regiment, is appointed a member of the weekly committee of Survey, vice Quarter-Master of that Regiment reported sick.

GENERAL ORDERS BY THE COMMANDER-IN-CHIEF.

Adjt. Genl.'s Office, Poona, 7th March 1863.

The following Order is confirmed:—

Dated 24th February, by Lieut.-Colonel Butler appointing Lieut. Salmon, attached to the 17th Regt. N. I., to act as Interpreter to H. M.'s 78th Regt. of Foot, there being no qualified Officer in the latter Corps.

In continuation of G. O. C. British Forces, No. 104 of the 5th February the undernamed Non-Commissioned Officer and Soldiers will be sent in accordance with the instructions of the above Order, to the Central Military School Poona.

21*st Brigade Battery A.*—Sergeant W. Nugent, No. 6 Battery; Gunner John Kennedy No. 4 Battery; Gunner Eugene, Schmald, No. 3 Battery.

Catherine, widow of the late Sergeant Richard Wartonby, H. M.'s 3rd Bombay European Regts., and Caroline, widow of the late Serjeant G. Gardner of the Barrack Department, are admitted to the benefits of Lord Clive's Fund, on a monthly stipend of Rs. 3-12-8 each, commencing six months after the demise of their husbands.

The following General Order by His Excellency the Commander-in-Chief in India is republished:

Adjutant General's Office, Head Quarters, Camp Shajehanpore, 21st February 1863.

LEAVE OF ABSENCE.

1st Battalion 4th Foot.—Colonel and Lieutenant Colonel T. Williams, C.B., to England, from 12th February 1863 to 12th February 1864, on private affairs.

The undermentioned Officer has obtained leave of absence, subject to confirmation by His Excellency the Commander-in-Chief in India:—

80th Foot.—Ensign J. P. Green, to proceed to England, viâ the Cape of Good Hope, for the purpose of appearing before a Medical Board in London.

Ensign Green is available for duty with Troops, and will on arrival report himself to the Adjutant General, Horse Guards.

His Royal Highness the Field Marshal Commanding-in-Chief has been pleased to grant leave of absence as follows:—

3rd Dragoon Guards.—Captain Carrigan from 31st December 1862 to 7th March 1863, at the recommendation of a Medical Board.

The undermentioned Officers have obtained leave of absence:—

Staff Corps.—Captain J. C. Hobson, from 1st March to 31st March, to remain in Bombay on medical certificate.

Staff Corps.—Major G. Smith, attached to 2nd Regt. Scinde Horse, from 12th March to 12th April, in extension to remain at Bombay on medical certificate.

Cadre 31st Regt. N. I.—Lieut. H. F. H. Burges attached to 1st or Grenadier Regt. N. I., from 1st to 31st March, in extension to remain at Bombay on medical certificate.

72nd Highlanders.—Ensign D. J. B. Hebden, from 1st April to 30th September on private affairs.

Invalid Establishment.—Major W. Reynolds, Pension Paymaster, Poona, thirty days from date of departure to proce

DISTINGUISHED AND MERITORIOUS SERVICES.—The various details under command of Captain Fisher of the Colaba Sanitarium were mustered on yesterday morning, to witness the presentation of a medal for "Meritorious Service" (with the annuity) to Staff Serjeant George Guise, of the Colaba Sanitarium. Captain Fisher having arrived on the parade ground, addressed the troops in a short speech, expressive of the happiness he felt in the task assigned him. The bestowal, he said, of this mark of the Government's appreciation of distinguished and meritorious services, afforded him the greater pleasure on account of the rarity of the presentation and the high merit of its recipient. The services of Staff Serjeant Guise extended over a period of nearly twenty-one years, during which time he had been engaged as follows :—

"Served in the Army of the Punjaub in 1848 and 1849. Present at the action of Ramnuggur, 22d Nov. 1848. Battle of Chillianwallah, 13th Jan. 1849. Goozerat 21st February 1849. Surrender of the Seikh Army at Rawul Pindee, occupation and attack of Peshawur, and pursuit of the Affghans beyond the Khyber pass. Persian Expedition of 1857. Seige and capture of Mohumra. Served with the Central Indian Field Force, under command of Major General Sir Hugh Rose, K.C.B. Present at the capture of Rathghur. Action at Barodia, capture of Garakotah and pursuit of the rebels. Forcing the Maddenpore Pass, Battle of the Betwa, seige and capture of Town and Fortress of Jhansi, and served in Bundlecund from July 1858 to March 1859, with Brigadier Liddell's Flying Column."

Captain Fisher said he trusted that this distinguished non-commissioned officer might live long in the enjoyment of his many medals and well earned annuity; and having presented the medal the details then returned to barracks.

THE SAN FRANCISCO MINSTRELS.

THOSE truly clever performers again appeared before a crowded audience last night. The Theatre was crowded to such excess that even standing room was not obtainable. An entirely New Programme was enacted, which gave universal satisfaction to all present. The impersonation of *Aunty Smith* by Mr. Dave Carson was received with thunders of applause; and the *Intelligent Youth* by the same artist was very truthful and ludicrous. Mr. J. O. Pierce's Solo on the Concertina was loudly encored, and Mr. T. P. Brower and Mr. H. C. Campbell sung some fine old English songs and Ballads. Messrs. Pierce and Palin's performance on the Rock Hormoniums and Piano were truly wonderful. The Grand Pas by the little canine wonder the *Signora Don* was not so good as formerly, in consequence of her ladyship having been somewhat indisposed for some days. Altogether it is a truly clever performance, and we recommend those of our readers who were unable to attend to pay a visit on Wednesday evening when the same programme will be gone through.

WEATHER REPORT.

At 9 hours of the 8th March 1863.

BROACH.—Fine, light S.W.
BULSAR.—Fair, light S.W.
CANNANORE.—Fair.
GALLE.—Fine. Ther. 80.
GOA.—Hot, light S.W.
KOLAPORE.—Fair, light S.W.
KURRACHEE.—Fair, S.W. cool.
MADRAS.—Fair, N.E. Ther. 79.
PAUMBEN.—Fine. Ther. 84.
SURAT.—Fair and cool.

At 9 hours of the 9th March 1863.

BROACH.—Fine S.W.
BULSAR.—Partial cloudy, S.W. calm.
CANNANORE.—Fair.
GALLE.—Calm and fine day. Ther. 80.
GOA.—Hot wind, light from East.
KOLAPORE.—Fair, S.W. variable.
KURRACHEE.—Fair, S.W. Pleasant.
MADRAS.—Fair, wind Easterly. Ther. 81. Baro. 88.
PAUMBEN.—Fine day, light wind. Ther. 84.
SURAT.—Morning and evening cool.

BANK OF BOMBAY.

Statement of the Affairs of the Bank on the 4th March 1863.

Liabilities.

Proprietors' Capital	Rs.	5,225,000
Public Deposits	,,	2,213,129
Other Deposits	,,	12,711,578
Bank's Notes and Bills outstanding	,,	555,491
Rest	,,	499,000
	Rupees...	21,204,198

Assets.

Government Securities	Rs.	1,007,851
Loans on Deposit of Govt. Securities	,,	3,525,972
Credit Accounts on do. do.	,,	644,350
Bills discounted	,,	7,207,661
Dead Stock	,,	487,819
Balances with Branches and Agents	,,	2,961,601
Govt. Reserve—		
Cash and Currency Notes	,,	5,368,844
	Rupees	21,204,198

By order of the Board of Directors,
JAMES BLAIR,
Secretary and Treasurer.

The preceding statement, when compared with that of last week, shows the following results :—

A decrease in public Deposits of	1,186,484
A decrease in other Deposits of	2,139,065
A decrease in Banks notes and Bills outstanding of	412
An increase in the Rest of	1,9827
A decrease in Loans on Deposit of Government Securities of	2,12,600
A decrease on Credit accounts on Do. of	1,57,715
A decrease in Bills Discounted of	2,07,363
An increase in Dead Stock of	567
A decrease in Balances with Branches and Agents of	91,705
A decrease in cash and currency notes of	1,637,318

CORONER'S INQUEST.

DIED OF SCORBATIC CACHEXIA.—An Inquest was held on Friday last at the Jamsetjee Hospital touching the death of Moridar. From the evidence of Dr. Carter, Assistant Surgeon attached to the Hospital, it appeared that a post mortem examination was made on the body of the deceased. The Medical gentleman was of opinion that the death was the result of a cachectic condition allied to scurvy. The deceased was admitted into the Hospital on Thursday last. He was brought with six others by an officer of the ship *Postilgar* from Java.

Verdict.—"The deceased died of Scorbatic Cachexia.

ACCIDENTALLY KILLED BY A FALL.—Another Inquest was held on the seventh instant at the Daryastan Lane, touching the death of a Mahomedan named Shaik Mahomed Shaik Kossum. From the evidence of Syed Meer Khadat, it appeared that the deceased was a laborer employed to work at the house of Wassanjee Premjee. On the morning of the seventh instant, at about six o'clock, the witness went to his work. He saw the deceased there. He and the deceased were working on the same scaffolding,—the deceased was engaged in heightening the same scaffolding. About half-past seven o'clock of the same morning, the deceased was tying some bamboos, when he lost his balance, and was about to fall down, when another laborer who was working on the same scaffolding with the witness went to the assistance of the deceased, but he and the deceased fell down one after another into the gully behind. Witness went down and observed the deceased lying on the ground quite lifeless, with his skull fractured. The other man was severely injured who was immediately conveyed to Jamsetjee Hospital.

Verdict.—"The deceased accidentally killed by falling from a scaffolding."

ACCIDENTAL FALL FROM A WINDOW.—Yesterday at about half past seven o'clock A.M., a Parsee woman named Jeevanbai, of about forty years of age accidentally fell from a window in her room on the second story of a house, belonging to one Avabai woman, situate in Bhoywadda Lane, Fort. The assistance of Dr. Dadabhoy Jamasjee was immediately procured, but the shock caused by the wounds on the different parts of her body was to severe that it defied all the remedies employed. The woman at last died about twelve o'clock at noon, after a languish of four hours. The Coroner's Jury was empannelled, and from the evidence it appeared that the deceased had been subject to periodical fits of epilepsy. The Jury returned a verdict accordingly.

Verdict.—"The deceased who had been subject to epilepsy, died of injuries sustained by falling from a window."

BOMBAY POLICE INTELLIGENCE.

FORT POLICE OFFICE.—9TH MARCH 1863.

(BEFORE N. W. OLIVER, ESQ.)

CRIMINAL BREACH OF TRUST.—Hajee Zynoolabdeen was again placed at the bar charged with Criminal Breach of Trust.

The information in this case was laid before the Acting Senior Magistrate of police on the twenty-sixth day of January last, and on which was published in the *Bombay Gazette* of the next day.

The further hearing of this case was resumed this day when the depositions of the following additional witnesses were taken.

Mr. Pandoorung Pleader, appeared on behalf of the prosecution.

Mr. Prentis, defended the prisoner.

Hajee Abdool Kayoo, examined by Mr. Pandoorung, stated.—I am a native doctor. I know the prosecutor Mahomed Husson, the son of Abdool Wahab. Prosecutor's father is dead. He died about a year and three or four months ago. I became acquainted with prosecutor and his father in Hearat. They brought carpets. I saw carpets with the prosecutor and his father in Bombay. After that Abdool Wahab died in Bombay and I buried him. I have not seen any of those carpets in the possession of the defendant.

Cross-examined by Mr. Prentis.—Prosecutor's father only lived three days after he arrived in Bombay. They arrived after me. Prosecutor's father and mother used to call him (prosecutor) Mahomed Husson. They all lived in a place called Anardurra. I was before Mr. Faithfull. Last year I went to him in the month of Ramzan. The prosecutor was there.

Nehal Sing Sham Sing, examined by Mr. Pandoorung.—I am a broker in wool and other articles. I know the prosecutor and the defendant. I and the prosecutor live in the same house, and I came with the prosecutor and his father from Kurrachee. Prosecutor brought carpets to Bombay, about forty-five pieces. They were kept in Bheady Bazaar, where a place was hired for them. I saw those carpets afterwards ten times at the defendant's house. I had conversation with the defendant about the carpets. He said, "you go and get customers." I brought customers. Prosecutor brought one of the carpets from defendant's house and sold it. I saw thirty-nine pieces of carpets when I went to the defendant's house. I sold five pieces of the carpets which the prosecutor brought. Thirty-nine pieces remained with the defendant, and I and the prosecutor both took the customers to the defendant's house. When I took customers to the defendant, he said, "this man is a loocha, he is not a good customer, get good customers." I did not sell any of the thirty-nine pieces, as the defendant would not allow me. As far as I know, none of those thirty-nine pieces have been returned to the prosecutor; when we went to him (defendant) he told us to go and make a complaint against him. I heard the prosecutor ask the defendant to return the carpets. Prosecutor went and asked him at intervals of eight or ten days for four months and a half, to return the carpets. The defendant put him off for same days, and at last told him to go and complaint. I went with prosecutor to Mr. Faithfull: I heard what the prosecutor said to Mr. Faithfull in presence of the defendant. I understand Persian.

After this Mr. Prentis cross-examined the witness at considerable length.

The Magistrate adjourned the further investigation of the case until Monday next, the sixteenth instant.

L A W.

HIGH COURT.

List of Causes for Trial this day.

(BEFORE SIR JOSEPH ARNOULD.)

Plea Side of the late Supreme Court.

For Judgment.

Kessowjee Wagjee *vs.* Alexander Denchar.

For Trial.

40 Chungoobhoy Munsookbhoy *vs.* Jaseyram Kessoyram.
47 Kulphan Damney *vs.* Ruttonsey Khimjee.
49 C. D. Leggat *vs.* Poonsey Welljee.
51 Sudanund Essoba *vs.* Dharsey Walljee.
55 Kessowjee Wagjee *vs.* Tricumjee Welljee.

(BEFORE MR. JUSTICE COUCH.)

For Settlement of Issues.

106 Ramchunder Bhowaneysunker *vs.* Crustnath Abbajee and anothers.
202 Nagurdass Purmanundass *vs.* Kessowjee Naik and anothers.

Plea Side causes for trial.

35 Samuel Corp and others *vs.* Jamsetjee Cursetjee Buttiwalla. (Part heard.)
27 Shaik Tyeb Faizally *vs.* Dyall Mathoora.

S. COMPTON, Prothonotary.
Prothonotary's Office, 9th March 1863.

HIGH COURT.—ORIGINAL JURISDICTION.

15th February 1863.

(BEFORE SIR JOSEPH ARNOULD, KT.)

AN IMPORTANT INSURANCE CASE.

Runsordass Bhogilall and others vs. *Kessrising Mohunlall.*

Mr. Bayley, instructed by Dr. Dallas, appeared for the plaintiffs.

The Hon'ble Mr. Lewis, instructed by Mr. Verrall, for the defendant.

In a case which was heard at great length for some days, HIS LORDSHIP gave the following elaborate judgment :—

1. This was an action on a native Khut a writing of Insurance effected with the defendant's firm in Bombay, the 14th December 1859 " *according to the usage of Mangrole*" on goods shipped on board the Khotia *Matsal* on a voyage from Mangrole to Aden.

2. The plaint, filed the 4th February 1862, after setting out the terms of the Insurance writing, stated that the defendant underwrote the same for Rs. 1,500; that goods to the amount insured, were loaded on board the Khotia; that Jannoo Tyeb and Mahomed Vullee, merchants of Verawel, were jointly interested therein; that the ship with the goods on board sailed from Mangrole on her voyage to Aden on the 11th December 1859; that while on such voyage it became necessary by reason of a violent storm to throw overboard a great portion of the said goods, which portion was thereby totally lost; that, with great difficulty, the ship with the residue of the said goods reached Maculla a port in the Arabic Coast, where the said residue was landed and afterwards according to the custom of merchants trading between Maculla and Arabia sold by auction.

The plaint then averred that the amount of average or loss payable by the underwriter was Rs. 60-15 per cent which on Rs. 1,500, the amount of the defendant's subscription, was Rs. 913-12 : it further stated that due notice of all the above facts had been given to the defendant, and that six months from the time of giving such notice had elapsed before the commencement of the action.

3. The particulars of demand claimed Rs. 913-12 with interest thereon till payment.

4. The pleas (filed the 6th March 1862) were 1. The general issue. 2. A denial that Jannoo Tyeb and Mahomed Vullee were interested in the goods as alleged. 3. A denial that the ship sailed as alleged to a denial that the goods were lost as alleged.

5. On the trial which commenced on the 26th of January last and was continued on two subsequent days the execution of the policy, or rather of the insurance writing (for the term policy it seems is confined by natives to Insurances in the English form) was admitted.

It was a very short and simple document, to the effect that the insurance was on the goods on board the Khotia *Matsal according to Mangrole usage*, the risk to commence on the anchor being weighed in the Mangrole creek" and to terminate, "*after having touched at any sea port*, when the ship should cast anchor in the Aden creek." "On the happening of *any accident or mishap*, six months time and a deduction of 2 per cent was to be allowed" for payment of the amount due on the insurance.

6. Proof was also given that on the 14th of June 1861 written notice of the facts of the loss, and of the amount of average claimed was received by the defendant from the then solicitor of the plaintiffs, and that on the 18th of December the sum claimed in the action was demanded from him by a further written notice sent by the present solicitor of the plaintiff.

7. Satisfactory proof was also given that Jannoo Tyeb and Mahomed Vullee (the real plaintiffs in this action) were interested in the goods as alleged the loading of the goods on board, was not denied by the pleadings, and therefore strictly speaking, could not be contested at the trial. It appeared, however, that goods to the value of Rs. 15,000 were shipped on board the Khotia, on account of Jannoo Tyeb and Mahomed Vullee, not known all at Mangrole, but a portion of them at Jafferabad a port some fifty miles nearer to Bombay, under an English policy where the risk is made to commence "at and from" the loading of the goods on board at a named place this might have been a material circumstance: it is clearly not so under such a free of insurance as this where the insurance is on the goods on board the Khotia, and the risk is expressly made to commence "on the anchor being weighed in the Mangrole creek."

8. With regard to the plea denying that the ship sailed as alleged: if this is to be taken as a denial that the ship sailed on the voyage insured, viz. from Mangrole to Aden it is not in my opinion, sustained by the evidence. The facts proved under the *de bene esse* examination, sufficiently show, that the ship sailed on the voyage insured, that is that she sailed from Mangrole with an original destination for Aden, but, having jettisoned a considerable part of her cargo at sea, and being driven by stress of weather into Maculla, where the residue was sold by the authorities the ulterior prosecution of the voyage was abandoned.

The time of sailing stated in the plaint, viz. the 11th of December turned out to be incorrect, the real day of sailing having been the 20th, this being a clearly immaterial variance in a case like the present, where there was neither warranty nor representation that the ship had sailed, or would sail, on a fixed day, I directed the necessary amendment to be made in the plaint.

9. With regard to the plea denying the loss as alleged, *i. e.* setting up the defence that the loss did not, in fact, take place as stated in the plaint, or that, if so, it was not a loss for which the underwriters were liable under this insurance, the materials for decision were principally to be proved in the evidence taken *de bene esse* of the Nacoda, mate, and supercargo of the Khotia and also of a munim of one of the Mahajuns (or leading merchants) at Maculla also on behalf of his principal, signed the certificate presently to be referred to.

10. The facts of the loss as appeared from this evidence were in substance as follows :

This Khotia, an open decked vessel, "full up to the top with cargo, (as one of the mariners expressed it) some ten or twelve days after sailing from Mangrole, encountered a violent storm which continued for some days. The Khotia being deep laden shipped a great quantity of water, the water, said the sea-faring witnesses "was wrist high and so continued for three or four days during which we could get no food," "it was the worst storm I ever saw" says one, "it was such a storm that we were saved by God" says another, in order to save the ship the rest of the goods and their own lives, the crew hieved overboard" more than half the cargo which was sunk in the sea and of course totally lost, the residue was more or less sea-damaged, the ship, thus lightened, was driven by the continuance of the gale in sight of Maculla a port in the Arabian Coast into which she ran as a port of distress. On arriving at Maculla, (the Mahajuns a committee of leading merchants of the place) in company with an officer of the Arab Government, in accordance with what is sworn and I think proved to be the usual custom of that port, bounded the vessel and took out landed and warehoused the goods, which they afterwards sold by auction, the purchaser being an Arab merchant of the place, not one of the Mahajuns (who are Banians, Bhattias Khojahs, &c.)

It appears from the evidence that the goods were landed and sold by a sort of *vis major*, the big people "says the mate" came and landed the goods without any resistance, indeed, on the part of the crew who appear to have acquiesced in it as an established and recognised custom of trade in those parts invariably resorted to in cases like the present, where the ship, having necessarily thrown overboard part of her cargo puts into a port of distress with the residue in a state more or less sea-damaged, though that residue may have been shipped out a destination to an ulterior port.

The damage to the ship was trifling and was repaired at a cost of about (Rupees sixty) Rs. 60, the ship after being repaired, might have carried on the residue of the cargo to Aden, but as the Nacoda said "we could not have got back our goods from the Mahajuns and where would have been the use of going on to Aden in an empty ship." The further persecution of the voyage, its object being thus lost, was abandoned and the Khotia sailed back empty to Mangrole, leaving the supercargo behind her.

On the completion of the auction sale of the goods the Mahajuns (who had previously taken all the ship's papers from him) handed to the supercargo a certificate, signed by them, of the percentage to be paid by the underwriters, the account sales, and the proceeds of the sale amounting to 1,700 dollars say about Rs. 3,500.

The supercargo, on his return to Mangrole by another ship, handed these two documents and the proceeds of the sale to his employers, the substantial plaintiff in the present case.

11. Such was the evidence as to the facts of the loss: taken as it stands, and in the absence of any counter-evidence of fraud or collusion, of which none was offered, I think it must be taken as proving that a considerable portion of this cargo was bona fide and justifiably jettisoned, the exact proportion borne by the part of the cargo so thrown overboard to the whole cargo, as originally shipped, is of course a material element in calculating the amount of average fairly claimable from the underwriters.

It was objected at the trial that as the goods sold at Maculla might have been forwarded to Aden in the Khotia, the underwriters were not responsible for any loss by sale of the goods at Maculla as a loss under the insurance. If the assured in this case had claimed a *constructive total loss* this objection under an English policy would no doubt have been well founded. I think it very doubtful, even if such had been the nature of the claim in this case whether the objection could have been sustained, on the very different and very extensive words used in this native insurance writing under which the underwriters bind themselves to pay "*on the happening of any accident or mishap*," nor must it be lost sight of that the sale, according to the evidence, was not a sale by the Nacoda or supercargo, but a sale by the Mahajuns and the Government authorities, a sale made according to the customs of the port and the trade and effected, it may be with the consent of the people on board the Khotia, but by an agency which they were powerless if disposed to resist.

But the claim is not for a constructive total loss it is for an average loss for the percentage of loss payable under the insurance as ascertained by a comparison of what the residue of the cargo actually sold for at Maculla as damaged and what the whole cargo would have actually sold for had it arrived there sound. The real question in the case was this, was there satisfactory evidence of the amount of the loss, in other words was there satisfactory evidence, (as to the proportion (to the whole cargo) of the goods that had been jettisoned, 2, as the fairness of the sale of the residue at Maculla.

12. Now as to the first of these two points, viz. the proportion borne by the quantity of goods jettisoned to the quantity of goods originally shipped, apart from the evidence of the Khotia's people, that more than one half of the whole cargo had been thrown overboard, *the only proof produced of the Mahajuns* : as to the second point, assert from the evidence of the moonim of the Maculla firm, who said that the purchaser was an Arab merchant and not of the Mahajuns evidence which has in itself very little value *the only proof again was the certificate of the Mahajuns.*

13. At the trial indeed there was tendered in evidence a document purporting to be the account sales. No Official translation of this document was produced, only a private translation, made indeed by one of the Interpreters of the Court, but not authenticated as to well-known and firmly established rule required by the Chief Translator. The Advocate General having on this ground objected to its reception, it was necessarily rejected and the plaintiff's case, as far as related to proof of the *amount of loss* rested apart from the evidence of the crew on the Mahajun's certificate alone.

14. This certificate was handed at Maculla, by Nagjee Veerjee (the principal or eldest Mahajun, whose name stands first among the five (5) signatures attached to it) to the supercargo of the Khotia all, on his arrival at Mangrole, handed it in his turn to one of the substantial plaintiffs in the present case.

This document is in the form of a letter addressed to the Mahajuns of Bombay by the Mahajuns of Maculla and purports to be signed by 5 of the latter. It is dated, Maculla, February 26th, 1860, and (omitting oriental periphrases) runs thus :—

"The reason of writing this to you is that the Khotia *Matsal*, &c., laden with goods at Jaffrabad and Mangrole sailed for this place on the 20th December 1859. That Khotia experienced very high wind and storms at sea. Having thrown overboard goods it arrived here on the 15th January 1860. The Mahajuns of this place went on board that vessel, and, having examined it placed a guard over it and took *into their possession the manifest and all other papers from the Nacoda and supercargo.* Then they got the Nacoda and supercargo to land and the Mahajuns took all the goods into their possession. *On ascertaining the difference between the goods shipped and those landed, by selling the latter by public auction it is proved that* 60¾ *and* 15 *Kalies per cent. have been lost, and* 39.5 *Kalies per cent. have been saved.* Agreeably to the same do you be pleased to receive from and pay the respondent's people and the underwriters and all the merchants.

15. Such is this document : a short *precis* of the voyage and of the facts of the loss and also a kind of average statement : the mode in which the average or percentage of loss is ascertained may be fairly inferred from what appears on the face of the document. It is the correct mode : a comparison, viz. between what all the cargo would have realized had it arrived sound, and what the part sold in fact realised, arriving as it did. Then how did they get at the amount of the goods originally shipped ? This is to be fairly inferred from what appears on the face of the certificate, viz. by means of "the manifest and all other papers which they took from the Nacoda and supercargo" : the legitimate and sufficient means of proofs on the face of it then this would appear to be a satisfactory and, businesslike document, *as far as it goes.* The question is *how far does it go ?* To what extent, if to any extent, ought it to be received by this Court, as evidence of the percentage of loss payable by the underwriters in the case like the present, a case on a native instrument of insurance, specially effected with reference to a native usage and in which both the plaintiffs and the defendant are, to use the term employed in the Charter of 1823. "Gentoos."

16. The case must be taken as one in which (the loading of the goods on board, the sailing on the voyage and the facts as to the loss of a portion of the goods, being admitted or substantially proved) the only remaining question was the *amount of the loss* (the percentage on his subscription payable by the underwriter) and in which the only *documentary* proof of this was the certificate of the Mahajuns as above set forth.

The question for me at the trial was whether I should treat the certificate as constituting under all the circumstances of the case and in combination into the oral testimony, sufficient and satisfactory proof that the amount of average or percentage of loss fairly claimable under this insurance was a little under 61 per cent.

17. From the evidence adduced before me it clearly appeared that no other documents than this certificate and the insurance writing had ever been produced to the defendant in this action either when the lost was first intimated or since either in London or by the substantial plaintiff or by any one on their behalf. Evidence indeed was offered by the defendant to show that he had frequently asked for further documents and been refused; but as this point does not appears to have been put forward with any prominence before the trial, and as at the trial, (owing to the absence of any cross-examination in respect to it of the plaintiff's witnesses), it came somewhat by surprise upon those who were conducting the plaintiff's case; as, moreover, it was contradicted by the substantial plaintiffs, I do not lay much stress upon it. Thus much, however, must be taken as proved that no other document except the two mentioned, viz. the insurance writing and the certificate was ever produced to the defendant, and also that the defendant rested his refused to pay, mainly if not entirely on that ground.

18. The plaintiffs on the other hand put their case upon the ground that, under such an insurance as this the production of the insurance, writing and the certificate were sufficient, without more, to entitle them to receive from the underwriter the full amount of average stated to be payable on the face of the certificate. They adduced a great amount of evidence to show that under an insurance of this kind specially purporting to be effected "according to the usage of Mangrole," the well-known and established usage was and long had been for the underwriter to pay, less 6 months' discount and 2 per cent. rebate, on production of the insurance writing and the Mahajuns certificate without requiring any other documents whatever nine (9) witnesses merchants, brokers and underwriters were called on the part of the plaintiffs, who declared that this was "the usage of Mangrole" as long recognized and universally acted upon in Bombay and elsewhere occasionally it was admitted, underwriters especially Marwaree underwriters had of late raised objections and required further documents, in order to evade paying the full amount of just claims, but the proper and well understood rule was as above stated.

19. On the other hand an exactly equal number of witnesses, most of them Moonims of Marwaree underwriting firms in Bombay, were called on behalf of the defendant to prove that, even in the case of insurance *according to the usage of Mangrole* it was not customary to pay the full amount claimed on production of the Mahajuns certificate alone. The underwriters as a rule required other documents. The witnesses differed as to the nature and number of the additional documents required, some mentioned only the account sales in addition to the certificate; other the account sales and manifest of the port of shipment, other again said they should not be satisfied with less than (the manifest of the port of shipment, the bills of lading) the account sales and the manifest of the goods actually landed at the port of distress.

20. The most intelligent and reliable of all the witnesses for the defendant Bhimjee Purshotum, the leading partners in the firms of Lucka Mudira, also was referred to by the rest as an authority on the point said, that in a case like the present where goods are partly thrown overboard and partly sold at a port of distress, payment is generally made on production of a certificate from the Mahajuns of the port, if no doubt is entertained of its correctness. But if a doubt is entertained and no other documents is produced though other documents are required, their payment is made less a percentage deduction from the amount claimed varying in scale according to the port from which the certificate is sent. On certificates from Aden, Muscat, and *Maculla* this deduction he said, was at the rate of 2 as. in the rupee or 12½ per cent.

21. The fair result then of the whole evidence of usage in my opinion is this : there is no usage by which the underwriter is bound in every case to pay the full amount claimed on production of the Mahajun's certificate alone; in cases free from doubt or suspicion the very general practice is to pay the full amount on production of the certificate in cases of suspicion, underwriters call for further papers, and if no other papers are produced, they only pay the amount claimed less a certain percentage of deduction which in the case of a Maculla certificate is paid by the Bombay practice at 12½ per cent.

22. Now the present case as presented to me at the trial is one in which the doubt or suspicion of the defendant (if *bona fide* entertained at the time when payment was demanded) turns out not to have been well founded in fact or sustainable by proof the loading on board was not denied, no case of fraud or collusion was made out on the part of the crew; in the absence of such evidence I regard it as satisfactorily proved that a loss by jettim took place as alleged, and I also think there was some proof though less satisfactory, that the proportion of goods jetisoned was somewhere about a moiety of the goods shipped, and on board at the time.

23. Then ought I under these circumstances to receive the Mahajun's certificate as constituting without further documentary evidence, sufficient proof, in combination with the oral evidence of the crew that the percentage of average claimed in this case *i. e.* a little under 61 per cent is correct ? In other words am I to take the Mahajun's certificate as proving that the account sales were fair and the calculation of average correct ?

After a good deal of consideration I have come to the conclusion though not without hesitation, that to this extent I ought to receive the certificate as evidence.

24. This is a case in which both parties are natives; the receiving or not receiving this certificate by native underwriters a sufficient proof of loss or native insurances is a *matter of dealing* between natives in such cases the old charter (not in the respect altered by the new) requires the Court to determine the matter by native laws and usage and as the same would be decided had the suit been originally commenced in a native Court, now I think the evidence of usage goes to this extent that these certificates in cases like the present, are acted upon by native underwriters.

There is no doubt great convenience in so receiving them especially in the case of native insurances where the amounts at risk are comparatively small and where it would not be reasonable to insist on expensive means of proof. It is said that in these native insurances the underwriters are especially liable to fraud that may be so, but if so, it is fraud, not on the part of the Mahajuns, but on the part of the owners and crew, a species of fraud which would not be at all guarded against by rejecting the Mahajun's certificate as proof of the amount of loss.

25. I shall therefore direct a verdict to be entered for the plaintiffs for Rs. 913-12-0 (the full amount claimed) with interest thereon at 9 per cent. from the 18th December 1861 till judgment and with costs on the higher scale.

26. As, however, the point raised as to the certificate is important and by no means free from doubt, I give the defendant leave to reduce that verdict, hitherto one nominal damages without costs, if the full Court should be of opinion, that though there was proof of the fact of loss, there was no satisfactory proof of the amount of loss and that I ought not to have received the Mahajun's certificate as evidence of the latter or 2 to reduce the verdict to one for Rs. 799-3-6 (that being the amount claimed less to deduct of 12½ per cent with costs should the Court be of opinion, that, on the evidence, the defendant was liable to pay the claim to this extent.

BENGAL.

HIS Excellency the Commander-in-Chief, has by a telegraphic message, reversed the arrangement by which on the departure of General Wheler from Meerut, Colonel De Salis, of H. M.'s 8th Hussars, was appointed to command the station, and ordered that the senior officer, General Beatson, should assume the temporary command. We are glad to see the slight and injustice of which General Beatson was made the object, visited with Sir Hugh Rose's disapproval.—*Englishman, Feb.* 27.

THE WEEK IN CALCUTTA.—Both the Councils of the Viceroy and His Honor the Lieutenant-Governor of Bengal have been busy during the past week; and several very valuable and important Bills have been passed. The Report of the Select Committee on the Bill to enable Government to divest itself of the management of Religious Endowments will, doubtless, find many admirers in India, and carry consolation to the hearts and bosoms of Exeter Hall.

Mr. Harington's Bill, in connection with the speedy adjudication of claims to Waste Lands, does not appear a moment too early, whilst that which was submitted by the Honorable Mr. Ellis, for the Registration of Assurances, is intended to meet and check a growing evil, viz. the system of perjury and forgery which has prevailed, and still continues to prevail all over India, and by which our Mofussil Courts have been brought into such disrepute. Under its provisions unregistered documents will not be admitted as evidence in any Civil Court of Justice in this country. The Hon'ble Mr. Maine introduced his Bill to make provision for the speedy and efficient disposal of the business now pending in the office of the Master of the High Court. The Hon'ble Mr. Eden laid before the Council of the Lieutenant-Governor of Bengal his Bill to regulate the transport of native laborers, to the districts of Assam, Cachar, and Sylhet. Legislation in connection with this subject was urgently needed, and we are glad to find from the published Report, that notwithstanding the opposition made to the Bill in the course of the debate, it was read for a first time.—*Indian Empire, Feb.* 28.

MADRAS.

THE STEAMER "JASON."—Mr. Ritchie put in a written statement on Monday evening on the part of Captain Hurst before the Commissioners, and yesterday morning they pronounced their decision on the case in open Court, Captain Hurst and his Solicitor being present.

Colonel Wilson observed that the evidence in the case was closed on the 24th February, and that at his request time was given to Mr. Ritchie to enable him to prepare a written statement commenting on the evidence; that statement had been put in yesterday evening and had received the attention of the Commissioners, and it now only remained to pronounce their decision on the case.

At the opening of the enquiry Mr. Ritchie had protested that the Commissioners had no jurisdiction in the matter, but they were of opinion that it was not their province to assume that they had no jurisdiction and that it was their duty to proceed with the enquiry, recording Mr. Ritchie's protest.

This was a very painful case to Colonel Wilson individually, and particularly so to his colleague Captain Martin. After mature consideration they were unable to acquit Captain Hurst of blame, being of opinion that the loss of the *Jason* was owing to several grave omissions on his part. From the evidence it was clear that no soundings had been taken after 4 o'clock on the morning of the wreck, nor were the bearings of the light taken after that hour. No attempt was made to anchor the vessel after five fathoms had been sounded, notwithstanding that at least fifteen minutes had elapsed between that time and the grounding of the ship. As to the Light having been passed without being seen, it had been urged that that was owing to the heavy dirty weather, a good reason why, in the Commissioners opinion, the ship should have been brought to an anchor until daylight. It had also been urged that it would have been dangerous to have let the anchor go at the last moment, but under the circumstances the Commissioners thought that the risk should have been run,

The supposition that the compasses were incorrect was negatived by all the facts of the case, the Light having been first made about the very time the Captain had reckoned upon doing so.

Taking all the circumstances into consideration, the Commissioners had resolved to suspend Captain Hurst's certificate for a period of twelve months, and requested that it might be given up to them for transmission to the Board of Trade.

Mr. Ritchie for Captain Hurst replied, that the certificate was in his possession, and with all respect to the Commissioners he had no intention of giving it up to them. He had from the first protested against the jurisdiction of the Court, and he had resolved to retain the certificate in order that an opportunity might be afforded him of raising the question in a higher Court. He on behalf of Captain Hurst, who was prepared to take the consequences, would leave the Commissioners to take their own course consequent upon his refusal to give up the certificate. He begged most distinctly to disavow any disrespect or insult to the Commissioners, he had resolved upon this line of conduct as the only means at his disposal for raising and settling the question of jurisdiction—if it could be shewn that the present was not a rightly constituted Court, it had no right to demand Captain Hurst's certificate.

The Commissioners were aware that no disrespect was intended, and while they could not interfere with the course resolved upon by Captain Hurst, they would much regret to be compelled to put in force the penalty provided by the Act in the event of his persisting in his refusal to give up his certificate. At present their order was, that Captain Hurst should attend at eleven o'clock on Wednesday forenoon for the purpose of surrendering his certificate.

Mr. Ritchie thanked the Commissioners for giving time for consideration, but did not think that would alter Captain Hurst's resolution. It was most desirable on public grounds that the question should be raised in a higher Court. At present there was a conflict between the Indian and the English Shipping Act which ought to be amended. If the Commissioners enforced the penalty the High Court would be moved to set their proceedings aside.

The penalty is a rupee of fifty pounds—and in case of refusal, attachment.—*Times, March* 18.

MYSORE.

THE present Cotton cultivation of Mysore is estimated at 175,000 acres.—*Madras Times, March* 4.

CEYLON.

SUMMARY.

COLOMBO, *2nd March*, 1863.

SINCE our last bi-monthly issue, the weather has taken a decided turn for the better, and we are now enjoying (at least our coffee-curers are,) that which is as generally looked for in February and March, as it is, really the most suited for the preparation of our staple : —viz., an unclouded sky and hot sun with a light drying wind. This is the normal state of weather for the shipment and preparation of coffee, but it is by no means so agreeable to human nature in general, especially when unconnected with that pursuit; and consequently the annual exodus to the hills has already commenced.

His Excellency Sir Charles MacCarthy intends leaving Colombo for the central capital about the middle of the week, and in his train will, doubtless, follow the principal Government officials, except those indispensably required to overlook the wheels of the 'Government Machine' in the usual seat of that body, Colombo.

Considering what we have stated above about the weather, the comparatively small quantity of coffee forwarded is somewhat surprising. The following statement shows us, that during the fortnight five vessels have left our shores with 21,431 cwts. only of plantation, against 32,205 in the same period last year; and 8,247 native kinds in 1863 while 9,371 cwts. were shipped in the past fortnight of 1862 :—this gives a total of about twelve thousand cwts. coffee less shipped between February 12th and 26th, 1863, than in the same period of 1863. We trust the figures do not convey to us a warning that our reduced estimate of 750,000 cwts. for the crop is still too high. We think not—the causes of our low exportation during the five months of season 1862-63, that have already elapsed, are manifest and unusual, chief among which may be considered the scarcity of transport, bad weather and consequently, bad roads. Now that the two latter are co-incidently improving, we may look for much larger shipments in the next few months. The actual export up to the 26th ult. will be seen from the summary as follows :—

Places		*Plantation.*	*Native.*	*Total.*
4 Ships for London, with :—	cwts.	21,431	8,247	29,678
Total to 26th Febv.	1863 ,,	203,841	91,518	295,359
do. do.	1862 ,,	217,821	72,452	290,273
		13,980	19,066	5,086

Decrease. Increase. Increase.

By the above it will be seen that the increase on the total export in favour of this season, which in our last summary stood at 17,000, has been reduced to 5,086 cwts. Since the Chamber of Commerce table was made up, however, the *Polly* has cleared with about 6,000 cwts Native and we hear that some other cargoes are nearly closed, which might materially alter the aspect of affairs.

The following is a *Circular*, issued by Government, restricting Public Servants from writing to the newspapers. On the general question as it affects us and the freedom of the Civil Servants, we shall have something to say in a future issue, meantime there is some reason to believe that the issue of this Circular by Government is owing to the publication of a few letters from Mr. Dyke which recently appeared in our columns, in which his proposals for opening markets in places in the Peninsula of Jaffna were fully and satisfactorily explained. It should be recollected that unlike the Government Agents of Colombo and Kandy, Mr. Dyke is not a member of the Legislative Council, and when that Council without giving him an opportunity of being heard, reject his proposals on fallacious grounds, it is certainly his duty to remove the erroneous impressions entertained; because to use his own words, such erroneous imputations, "are calculated to injuriously affect the interests of his Province." In doing this, Mr. Dyke has not in our opinion infringed the instructions of the Secretary of State; for in a despatch dated 19th May 1848

THE SOLUTION OF A GREAT QUESTION

(From the Indian Empire, Feb. 28.)

A LITTLE more than two years have elapsed since the inauguration by Lord Canning of a change in the mode of administering the affairs of British India,—a change which gave rise at the time to considerable discussion, and the results of which have been watched with the deepest interest. We allude to the resolution by which Native Chiefs and large landholders were associated with British officials, in administering the affairs of the various Provinces of the Empire. It was one which proved, more emphatically than any other of His Lordship's adoption, how thoroughly he had studied the political requirements of the country, and had determined to meet them as far as in him lay, effectually and boldly. The hour too in which this decision was made, was a tolerably critical one. The gaps and fissures which a great mutiny and rebellion had worked in the country, still yawned offensively before our eyes, and the intense excitement which had been thereby caused not entirely subsided. A great deal of misconception prevailed as to the extent of the dissatisfaction with the conduct of the Supreme Government which swayed the hearts of Chiefs and peoples in those days, and it was rashly concluded that its universality and might were on a par with each other. The clash of opinion in this subject, so far from unveiling the truth, simply tended to "darken knowledge with words," and make "confusion worse confounded." In the midst of all this fearful turmoil, Earl Canning had the sagacity to detect the truth, and the courage to address himself to the great lesson preached. Without ignoring the solidity of the blessings which our schools and colleges confer, he was the first to perceive that these which political education held in her right hand were infinitely more desirable. His enunciation of this great truth was received at first with dismay and astonishment. It opened the flood-gates of a spurious philanthropy, and, in a very short space of time, the country was inundated with jeremiads of a very suspicious character, in which the sorrows and miseries of the "unfortunate ryot" were pathetically deplored. But none of these things moved His Lordship. He had distinctly before his eyes a vast and important truth, and he trod the path to which it pointed, undeterred by the surrounding clamour.

In the discharge of this duty the first point to be taken into consideration was, obviously, the influence which the nobility and titled classes exercise on the population. We do not desire to insult the common sense of our readers by dwelling on a fully recognised and understood fact. The assurances given on various occasions, both in private and in open Durbar, of the relinquishment by the British Government of its propensity for annexation, soothed and conciliated this body of Her Majesty's subjects, who ceased to regard themselves in the light of men, the stability of whose thrones were dependent on the caprice or ambition of a Governor-General. There was, however, another, and, in our opinion, a still more important class of the subjects of the Crown, who were brought under the spell of allegiance to the supreme power. We allude to the burgesses, the yeomanry. Wealthy and numerous, these men were practically interdicted the indulgence of natural pride and laudable aspirations. Up to the period of His Lordship's celebrated resolution, these men were shut out from every field in which such feelings might have expatiated, usefully to the Government and beneficially to themselves and the people at large. Earl Canning wisely determined to make use of the valuable political capital which he here found ready to his hands. He determined to enlist their sound sense and practical sagacity in the service and for the support of the British Government, and therefore threw open the doors which a mistaken and short-sighted policy had closed against them. He associated them with European officials in the administration of the country. He vested them with certain powers; he gratified the natural and engaging pride inherent in them, he elevated them in the eyes of the people in the midst of whom they dwelt, and, by so doing, delighted at the same time the national pride of the masses; he removed the humiliating feeling of subordination which had doubtless rankled, more or less, according to the moral sensitiveness of each, and in a manner which, by its very indistinction, rendered excess unlikely, by that hedge of restricting self-respect which such emancipation of itself created. They form the great link which unites the Government to the people; a link, which, while exactly what its name implies, stretches itself between the Princes of India and the dominant race, is in reality infinitely more powerful and reliable.

Of the theoretical wisdom of the policy then inaugurated, there can be no question. There is also evidence sufficient to convince the most sceptical, that in its practical working it has been most successful. We find the Governors of the Provinces on the extreme right and left of our Empire, insisting equally on this fact. The Chief officials in the Punjab and Oude call the attention of the Government to the highly satisfactory manner in which these unsalaried officials have discharged their important and onerous duties. The fact that some have been "dilatory," or "hasty," and so forth, is one that we are quite prepared for, and, indeed, when educated European officials are not unfrequently found tripping in a somewhat similar way, there is ample reason for congratulation in the fact, that complaints of such a nature against these native gentlemen, are, considering all things, so rare. The probability of their distributing justice with an impartial hand, is rendered stronger by the rules which have been laid down, under which these Honorary Assistant Magistrates are prohibited from entertaining suits in which their servants are personally interested. We do not know whether a similar interdiction exists in the Punjab and elsewhere, but, if it does not, it should be at once established on better. Such a course would materially remove the difficulties, which, taking their rise from the peculiar position of these persons as large landholders, threaten to shake the scales of justice in their hands. But, on the whole, there can be no question, that the principle of the new policy has proved a great success; and the conviction of its immense value, as a means of keeping the population of the country to its allegiance, is gradually gaining strength both in India and at home. The Chief Commissioner of Nagpore, than whom there are few more sagacious or astute men in India, is most anxious for its introduction within the limits of his jurisdiction, and the more extended adoption of it by the Government, together with the exercise of prudence and discrimination in the formation, by these means, of a thoroughly national aristocracy, will only serve to make more and more palpable the wisdom and the judgment of the great man who has passed away from us for ever.

MOFUSSIL JUSTICE.

(From the Delhi Gazette, March 3.)

We had occasion, a short time ago, to record our animadversions on the proceedings of a Judicial officer in the Covenanted Service.

The public exposure then made, has not, we believe, been without effect; especially as our view was supported by the deliberate and grave censure of the Sudder Court, which, though clothed in the mild and measured formula of official rebuke, was sufficiently severe to produce some impression upon the most thick skinned functionary.

We have now to call attention to the proceedings of an Uncovenanted Judge, which, though not carried to the same length, are of a similar character and deserve a similar condemnation.

Both cases exhibit in the conduct and bearing of the Presiding officer, a want of temper, a one-sidedness, and blind partiality, which are not only unjustifiable in a Judicial officer, but which tend to destroy and even to neutralize whatever other qualifications a Judge may possess, and bring the Judicial service into contempt, but there is this difference in the two cases, *viz.* that the Covenanted Judge had at all events, as an excuse *for his* indiscretion the laudable, though over-strained desire to punish what he believed to be *crime*; whereas there is not only no such apology for the vagaries of the Uncovenanted officer, but, on the contrary the presumption, if not the proof, of fraud, was on all *against* him.

Our readers will doubtless remember the several accounts published in our columns of the case of "Eliza Jones," a woman who left the haunts of common prostitution for the legalized embraces of the Nawab Mubazir-ood-dowlah, a nobleman of high family in Lucknow, accompanied her husband after the mutiny to Mecca, and, on his death some months ago in Bombay, came round to Benares, with her mother, sister and brother, as well as another of the four wives of the deceased Nawab. It will be remembered how Eliza's mother, the Nawab's other wife, and Eliza Jones herself, died within a few days of each other, and under most suspicious circumstances; and how Eliza's brother, "William Jones" was arrested and brought back to Benares, with a large amount of property, company's paper, jewels, gold mohurs, &c. &c., which he was quietly carrying off to Calcutta, and which were attached by the order of the Judge.

An accurate and detailed narrative of the whole case, which is tinged both with romance and tragedy, and presents some features of thrilling interest, we shall probably give hereafter.

Suffice it for our present purpose to say, that the surviving heirs of the Nawab, his widow, and a son, (the issue of his second wife) brought a regular suit for their share of the estate left by the Nawab, while Mr. William Jones, and his sister Helen, claimed the whole, as being the sole and special property of "Eliza"! The Company's paper (7 lacs) they claimed on the ground of its having been transferred to her name during the Nawab's life; the rest of the property on grounds which it would puzzle Satan himself to discover!

The case was in an unlucky hour made over by the Judge, to the file of the Principal Sudder Ameen, and though, from a very early period of the proceedings, the plaintiffs considered they had good grounds for praying the judge to recall it, there were special reasons which prevented the application being made.

With the merits of the case, and Mr. Smith's decision we shall deal hereafter, our present purpose is to notice *the character of the proceedings in Court* which, we have the best grounds for stating to have been indecorous, and discreditable in the highest degree, so much so, indeed, that several gentlemen who attended the trial *merely as unconcerned spectators*, conceived, and afterwards openly expressed, both astonishment and indignation, at what they saw and heard. Without diving into the recesses of Mr. Smith's heart and conscience (which we have no desire, even if we had the power, to do) we cannot venture to impute to him any motive; we speak only of outward acts, patent to all, and which produced a most unfavourable and painful impression on the spectators. Passing over several incidents of the earlier stage of the case, which, to say the least of them, are peculiar, we observe that on the day the evidence of the plaintiff's witnesses was taken, Mr. Smith at first would not even allow the plaintiffs' counsel to examine them in chief, and it was only on a firm and emphatic remonstrance made by him, when he found Mr. Smith browbeating and terrifying his client's witnesses by his violent and over-bearing manner, that he was allowed to follow the universal practice, and even then not without constant and vexatious interruption. While the examination was in progress, it was a matter of general observation, that a favorable answer elicited by the plaintiff's counsel, immediately brought forth an angry cross question from the court, uttered in a tone quite sufficient to intimidate the deponent, and to raise a general impression of partiality. When again the attorney for the defendant was cross-examining, Mr. Smith, not content with constant questioning himself, actually went so far as to *prompt* the cross-examiner with questions suggested by his own ingenuity! and only refrained from doing so, on an indignant protest from the plaintiff's counsel which threw the learned judge into a small convulsion. Again, when the time for *re-examination* on the matter elicited by the cross-examination, came, the learned "Smith" at first alleging ignorance of such a privilege! refused to allow it; and only did so, when his mouth was stopped by the production of the rule so clearly laid down by Macpherson and which it was impossible to gainsay.

These extraordinary vagaries, interspersed as they were with violent bursts of anger, grabbings of the hair, fierce, threats and savage denunciations against the witnesses of the plaintiffs, discourteous and vulgar bearing towards the plaintiff's counsel, and open insult to the plaintiff's attorney, produced, as we are assured on good authority, the general impression above noticed; an impression that was confirmed by the extraordinary contrast of manner whenever the advocate and attorney of the opposite side, or the immaculate "William Jones" was himself addressed. For these favored individuals, there was nothing but "nods and becks, and wreathed smiles" which followed closely upon the truculent and rancorous bellowing launched against all connected with the plaintiff, seemed like soft shores of May after a thunder storm. Again when Mr. Jones was quailing under the cross-examination of plaintiff's counsel, and seemed just about to go down by the head in his alarm, so surely did a dulcet voice reiterating the question in a reassuring tone, give him new life and comfort which was further established by a somewhat stiffish "peg," charitably administered to him at a critical moment, by order of the court!

In short, the whole procedure, from first to last was diametrically opposed to that calm unruffled spirit which aught to characterize the procedure of a judge, and whether intentional or not, presented a picture, not of unbiassed investigation, but impetuous partizanship.

We confess we are the less surprised at this, because on referring to the decisions of the Agra Sudder we find this identical "Smith" rebuked by the Apellate Court itself for this identical sin; the judges recording that he had, in a very important case, displayed "the spirit of and advocate rather than a judge;" perhaps the most severe condemnation that can be passed upon one, whose every word, and act, should be impressed with the mark of unimpassioned equity.

We consider it one of the most important duties to notice all such official aberrations, we trust the day is not far distant when English Reporters will hold their posts in all the principal Courts of the country, and the proceedings of our judges be subjected to the observation of more weighty and independent spectators than the subservient native.

We verily believe that had such scenes as those we have described, been witnessed by an English audience, "Smith" would have been hissed and hooted in open court, and we feel assured that when taken in connexion with other extraordinary facts hereafter to be noticed, these eccentricities will be considered as somewhat more serious than ordinary wanderings of a Smith, Jones, and Robinson. We have much more to divulge. Meanwhile, Mr. Jones has walked off, under the sanction of the court with every blessed article of property from pan-box to pyejamehs, and so great a delay was created on one frivolous pretext or other, in giving the plaintiff's attorney a copy of the judgment, that the lucky Jones had time to spend a large portion of the property before attachment could be issued to the Apellate Court which has now been done. Such is mofussil justice!

THE SEVERN BRIDGES.

(From the Daily News, Jan. 23.)

In the course of a few months the magnificent iron railway bridge which is now being thrown across the Severn at Coalbrook-dale, will be completed, and another fine specimen of engineering skill will be added to the already rich collection of the surrounding neighbourhood.

Those who travel often in the western counties must be familiar with the romantic valley of the Severn, for from the railway which for many miles follows the course of the river, the beautiful country adjoining its wooded banks is viewed to great advantage, and many are the legend of historical and local interest which may be pointed out along the route. The whole course of the river is fraught with interesting reminiscences of our first and most eminent engineers; and, indeed, to those who have not been embittered against originality by some hitherto unknown, their favourite landscape, there is a perfect romance attaching to this scene of Telford's early labours. In this valley Telford lived and worked for many years. Hidden away among the rich deep wood of the vale is the famous iron foundry, which may justly be considered the birth-place of the iron trade which has so revolutionised this country.

These extensive premises were built early in last century, and their proximity to the deep, rushing stream, on which had long existed, a small but strength of wooden or stone bridges, first led to the adoption of iron as a material for the construction of large bridges. In 1773 Messrs. Reynolds and Darby, the proprietors of this foundry, were invited to carry out a design for constructing a bridge across the Severn at Coalbrook-dale. Iron bridge was the result of their labours; and although it now appears very imperfect both in design and workmanship, it was certainly no mean forerunner of the stupendous structures of later engineers. To construct an arch of one hundred feet was in those days a bold undertaking. But the bridge was built, and great must have been the astonishment of the Severn villagers when they saw the beautiful banks of their river bound together by a single iron link. The arch is formed of nearly five circular cast-iron ribs of six inches square section; the centre of it is about 50 feet above the level of the river, sufficient to allow the passage of flats and small craft sailing up the river.

Notwithstanding the complete success of this undertaking, nearly twenty years elapsed before a second attempt was made to construct iron bridges upon a large scale, except, indeed, Mr. Payne's wrought-iron bridge, which was built for America in 1777, but was never erected. In 1793 the great Sunderland bridge was erected, and about two years after, and afterwards Mr. Telford constructed his first iron bridge at Buildwas, about three miles above the original Iron-bridge. This bridge of Mr. Telford's is of a very peculiar construction. It is a single segmental arch 130 feet in the span, and although it is very flat, is formed of cast-iron ribs, the spandrils being filled in with iron panels; two additional ribs are bolted one on either side to the vertical spandril rods which support the roadway; these ribs, being segments of a smaller circle than the main ribs rise, from a lower point in the abutments to about three feet above the road at the crown of the arch, and thus form a stiffening brace to the whole bridge; this brace gives the bridge a somewhat curious appearance, but it looks upon the whole a very elegant and pretty thing among the dark woods which shroud the old ruins of Buildwas Abbey.

The point at which the new bridge is being erected is about half way between the two old ones. It is a flat segmental arch, spanning the river at a width of 200 feet, nearly equal to the side arches of Southwark-bridge, and is formed of cast-iron ribs varying from 4 feet to 4 feet 6 inches in depth, with equal flanges on the upper and under sides; the ribs are cast in segments of about 25 feet; the whole was cast and fitted at the Coalbrook-dale foundry. The breaking weight of one of the segments was found to be no less than 450 tons placed at the centre. The ends of the ribs are made to step into cast-iron chains, which are embedded in the masonry of the abutments, and form a kind of ball and socket joint, which gives the iron work freedom for the expansion caused by atmospheric changes.

The work is being ably carried out by the resident engineer, and the design is at the same time well calculated to give sufficient strength and rigidity, and is of very sightly and elegant proportions. It is, we believe, the largest arched iron bridge that has yet been constructed in this country for the purpose of carrying a railway.

BAIT FOR THE BRIEFLESS.

To the Editor of the Times, Jan. 31.

SIR,—I had a letter from a high functionary at Bombay by the last mail, in which the following passage occurs:—"We want barristers very much just now. Between business and places to be filled up from the bar, there are not above half the number required. I wish you could induce some smart young men to come out."

I see by the *Bombay Almanack* of 1862 there are 11 practising barristers at that Presidency, three of whom are absent in Europe. At Calcutta there are 18; but the external trade, exports and imports, of the two Presidencies during the last year is as follows:—Calcutta, 33,405,763*l.*; Bombay, 42,956,540*l.*

Moreover, under the system gradually introducing itself in the wake of English capital and enterprise, the demand for trained judges in lieu of civil servants—*i. e.*, for experienced barristers, is growing up every day at Calcutta and Bombay, and therefore a fine field is open to young men of four or five years' standing. But they must have stuff in them—an Indian public is very sharp-sighted.

Jan. 30. A BOMBAY DUCK.

NAVAL AND MILITARY MATTERS IN FRANCE.

(From the Army and Navy Gazette, Jan. 31.)

PARIS, *(From our own correspondent.)*—The death of the Viceroy of Egypt was sure to cause a commotion amongst the shareholders of the Suez Canal Company; and it was just as certain that, directly the shares fell, the government journals would do their best to reassure the believers in M. Lesseps. The speech with which Ismail Pasha inaugurated his succession to the heritage of the Pharoahs was a damper which it was necessary to meet at once. At first sight it would certainly appear that, if the Egyptians were no longer to be bound, but free, the works of the canal, always supposed to have been carried on by forced labour, would be in a bad way. To rectify this supposition, an official journal made a statement to the following effect—that the new Viceroy had announced his intention to abolish the system of forced labour, and that the consul of France thereupon remarked with great propriety that this system had never been practised on the works of the Suez Canal. Indeed, this rumour was so far from being true, that those works were actually the means of commencing a new era in the history of Egyptian labour. M. Lesseps inaugurated better times; the vast undertaking of which he was the director rendered forced labour impossible. The writer then explains forced labour, and points out when this system was in vogue, and by whom it was applied. Forced labour means "a great number of inhabitants employed on public works without receiving any remuneration." When the Egyptian government wished to dig a canal it employed 100,000 men, paying them no wages, no food, and fixing no limit to the duration of their labours. The same system was employed in the construction of the Alexandria and Suez railroad; and again, when that line was injured by the overflowing of the Nile, 50,000 men were "whipped up" to repair the works, but never received the most trifling compensation. The Suez Canal Company, more liberal than the government of the country, not only pays its workmen, but nourishes them also, and this generosity on their part has forced the authorities to adopt similar measures whenever labour is wanted. There was one great fact, however, which M. Beauval did not attempt to deny, and that was, that men were forced to work on the canal whether they liked it or no.

In reference to what has been said in the English press about the Black Regiment sent across the Atlantic, the *Moniteur* declares that it was a measure of humanity decided upon by the Emperor owing to the mortality amongst French troops, who could not do the drudgery of the camp in such a climate as that of Mexico. In order to show that England had no right to abuse this humane act, another journal has assured its readers that England endeavoured to raise black troops to assist in putting down the Indian mutiny; and that when two Indian regiments remonstrated against being employed in the Burmese war because they were only enlisted for home service, they were sentenced to death, and the sentence was carried out.

The *Débats* makes some remarks on the death of Captain Russel, whose name will probably go down to posterity as having been the first navigator to take an iron-plated frigate across the Atlantic. Captain Russel, one of the proprietors of the *Débats*, was in command of La Normandie, and was about to be raised to the rank of rear-admiral, when Yellow Jack stepped on board, and laid him low. Some months ago he had gone out to America in the Great Eastern to watch and report to the Emperor the progress of events; and it is not unlikely that, on his report, the Mexican expedition, such as it has become, was decided upon. Captain Russel was a brilliant writer, and it was one of his favourite maxims that the empire of the sea was the empire of the world. For several weeks before his death he was aware that his end was approaching, and he wrote to the *Débats*, in a sketch he drew of the fearful ravages which the yellow fever was making in the French fleet, "The navy dies, but does not complain."

The *Débats* of Sunday makes some observations on the extraordinary budget for 1864. With regard to the items proposed for the ministries of the army and the marine, it says that the Minister of War has not yet completed the necessary works for the defence of the country. "A revolution has taken place in artillery and in the means of attack both by sea and by land, and that, therefore, the fortifications actually in existence, though they might have been excellent a few years ago, were now quite insufficient. Several of our maritime arsenals ceased all of a sudden to be secure from attack. Our commercial ports are more vulnerable still. Several of our strong places on the frontiers require additional works. We do not believe in any approaching conflagration, but one must always be prepared, and when a Minister of War makes a demand it is difficult to meet his proposals with a direct refusal. Without going to work in a hurry, and without giving them vast proportions, it is absolutely necessary to expend a considerable sum every year on our fortifications, especially on those along our sea coasts. The same system should be adopted with regard to the construction of our iron fleet. By dint of describing it as formidable, Lord Palmerston has led it to be believed on the other side of the Channel, that this fleet is both numerous and menacing for the security of our neighbours. This is not the real state of the case; our navy indeed is far from being advanced, and the greater part of it is still in the docks, instead of floating on the ocean for the protection of our coasts and our commerce; and yet we have laid out on it a large sum. Not that this money has been wasted,—we are convinced to the contrary; but the cost of these new vessels is enormous. Our iron fleet, in number at least, is far inferior to that which the Federal Government in the martial ardour has already launched." This extract from the leading French journal shows that France is pursuing exactly the same course as that taken by the Government of Great Britain—that in anticipation of future squalls she finds herself, owing to exceptional circumstances, forced into an enormous expenditure to guarantee her from attack.

The *Patrie* publishes a letter from General Forey to the Mexican general, Ortega. The French commander, although ready to correspond with the government under whose orders Ortega serves, cannot refuse to address a brave soldier, "both honoured and appreciated." It appears that General Ortega had not only set at liberty two French prisoners, but had sent back to General Forey a medal which had been found on the body of a dead Zouave. In consideration of this generous conduct on the part of an enemy, in return, were to be forwarded beneath the bed of the river, when the water was pumped out, and the mud and gravel removed down to the level of the clay. Here they were again still further forced down, the clay in turn removed, and its place supplied with courses of solid masonry up to the top of the 14ft. width. From this point they were filled in solid with brickwork of the hardest bricks that could be manufactured. Some of the columns thus built have been steadily loaded with railway iron to a weight of 750 tons, under which enormous pressure, on so small a surface, the masonry has been pressed together nearly two inches, but beyond this no yield of any kind has taken place, and each main pillar is now, as far as experience and calculation can ascertain it, as firm as if it was founded on a rock. Two such columns fastened together at the top with a powerful wrought iron close girder carry the roadway in spans of 154ft. The main girders which bear all the strain of the roadway in the long interval between each pair of columns are the powerful lattices of wrought iron which may be seen now on each side of the remains of the old bridge. The visitor who inspects these wonderful specimens of wrought iron work will find that they consist, at top and bottom, of two trough-shaped girders, 14ft. apart, the top one 4ft. broad and the bottom 3ft., the uppermost one being stronger as it has to resist the compressive strain, which is always more trying to wrought iron than tension, which is met by the bottom girder of 3ft. broad. Though we have spoken of these as two, and 14ft. apart, they are joined together and made in reality one immense girder of that depth by a lattice-work consisting of a series of struts and ties, the struts to uphold against compression, the ties to resist tension—in plain terms, to meet thrust or pull in all parts of the structure. The struts vary from 12in. wide and 3in. thick to 6in. wide and 2½in. thick. They are all placed in pairs and may be known at once by their being, joined at the back with a powerful wrought iron bracing, to prevent their buckling out under great pressure. The ties vary from 12in. broad by 2½in. thick to 6in. broad by 2in. thick, the greatest strength being given at the ends, where the strain of the leverage comes. Each of these pair of girders which carry the roadway between the columns is, as we have said, 154ft. long, and the whole capable of bearing a load strain of 1,500 tons, the greatest weight that could by any possibility be put upon them if the four lines of rails between them were loaded with tank engines and the footways outside thronged with people. Even with such a load the strain would only be at the rate of 4 tons per sectional inch at the top of the girder, and 5 tons at the bottom—a light weight when we remember that the Britannia Bridge has a permanent strain of 7 tons to the inch, and many wrought iron bridges both in France and America have to do duty with nearly twice that load. The floor of the roadway between these main girders is formed of a series of cross girders placed as close as 11ft. apart. Each of these weighs nine tons, is 4ft. deep, and equal to a load of 110 tons, though 77 tons is the greatest weight that could be placed upon it. These two brick piers of the old bridge are made to do duty in place of a pair of the circular iron columns we have described, at some saving as regards cost, but with a great loss as far as the uniformity of the structure is concerned. These brick piers are to be cut down to the level of the old roadway which so recently hung to the chains, a handsome parapet and stone balustrade are to be erected on each, and, as they are now of unnecessary thickness and solidity, a stairway will be cut in their interior so as to give access from the foot bridge to the steamboat wharves to be formed at the piers as at present.

The foot passenger traffic is provided for by carrying out a 7ft. path on cantilevers or iron brackets fixed to the main great girders on each side. The sides of the railway will be protected by a handsome railing about 4ft. high. No device, however, will entirely redeem the incongruity and ugliness of this necessary portion of the structure. Where the main girders join on the heads of the columns the junction will be concealed behind ornamental panels of cast iron bronzed. Contraction and expansion in every part of the longitudinal main girders are met by fastening only one end and leaving the other free and able to move on rollers. A change of hundred degrees of temperature would not affect its whole length more than two inches either way; but slight as the difference is, it has to be provided for. From the Middlesex pier the great difficulties and contrivances of the design culminate. It was, of course, impossible to take the station into the Strand, and equally impossible to manage without a space equivalent to carrying the line as far; so no other alternative was left but to commence at once at the north pier, and, instead of continuing the bridge at a uniform width, to spread out like a fan from that spot, widening as the work advanced, so as to attain its *maximum* dimensions long before this curious river terminus enters over the ground of old Hungerford Market. To effect this difficult object a total change of plan takes place. The span is diminished from 154 to 100 feet, but this is reduced in the length of the span is gained in the width, which is increased in such an extent that cross girders for the floor can no longer be used, and these supports in this portion of structure are replaced by longitudinal girders running in the direction of the bridge. These girders are most massive; they are 100 feet long, five feet deep, each weighs 25 tons, and they are so closely placed that there is only five feet interval between them. So rapidly does the familie spread of the bridge, that these girders at the Strand end of these girders suffice to carry the roadway from the brick pier over the first 100 feet of the span, no less than 17 are required for the increasing breadth of the second span, and 24 for the third, which lands this end of the bridge, nearly 200 feet wide, upon the permanent brickwork of the rest of the great station to be erected at Hungerford. As a matter of course the extensive platforms which surround the ground portion of the work across the river have to be largely increased in number under this wider end. To support the first spread of the fan there are seven, and for the second stage nine. The outermost of each of these groups of columns are each eight feet in diameter, the inner ones six feet. All these were erected with the same care as the cylinders in the river, forced down deep into the London clay dredged out in the interior, and filled with solid brickwork. They certainly form the most massive series of iron supports to be seen anywhere in this metropolis, if not in this kingdom, and in their ponderous solidity more remind one of the great rock-hewn columns of an Egyptian temple, built only to excite surprise and awe, than the work of a modern engineer for purposes of approved utility. These groups of pillars are united at the top by a massive piece of cast iron work, on which the longitudinal girders rest. On the space thus gained the starting platform, or arrival platforms—two of each—will be distributed, the great bulk of the station offices being erected further back, on the ground site of the old market. This station has, of course, to be raised to the level of the bridge way, and will therefore be built on a series of wide and massive arches, for the use of which as a sort of bonded warehouse for storing wine the railway company have, it is said, received an offer to rent them at an annual rent which will yield more than 5 per cent. upon the sum expended in the purchase of the market itself,—namely, 180,000*l.* In this as in other matters the company appear to have made some judicious bargains. The actual structure of the old bridge was purchased by them for 40,000*l.*, and the tolls for 120,000*l.* The tolls and steamboat dues, of course, remain a permanent and increasing source of revenue, while the chains of the old bridge have been sold to the Clifton-bridge for 5,000*l.*, and nearly 9,000*l.* expenditure in the construction of the railway bridge has been saved by utilizing the brick piers of the old structure. By these savings and the sale of old materials the company are likely to reimburse themselves in 20,000*l.* out of the 40,000*l.* they originally paid, to say nothing of the rental they will derive from the arches under the station. The cost of Mr. Hawkshaw's new bridge is only 160,000*l.*—an unprecedentedly small sum for a work of such strength and magnitude. It can never be a very handsome bridge; the dead level at which it is carried, the supplementary footpaths at the side, the fan-shaped end, and brick piers all tend utterly to destroy anything like uniformity or regularity, and in the absence of such all-important requisites true architectural beauty is out of the question. There is, however, a certain harmony and appropriateness in its simplicity and massive strength which will redeem the work from absolute ugliness, which is more than can be said of many other railway bridge, in London at last.

From the termination of the bridge on the north side to the frontage of the station, a length of 450ft. by 170ft. wide, nearly all will be covered in by an arched glass and iron roof, as bold in its dimensions as the agricultural-hall at Islington. At this station, which is to be erected by Messrs. Lucas, Brothers, there will be distinct entrances for the chief main Southern Continental lines, to which the Charing-cross Extention is to give immediate access from the west,—an accommodation which will relieve the city streets of at least some 8000,000 out of the 13,000,000 who annually pass through the nest of stations at London-bridge. There is also to be a distinct entrance for the Cannon-street traffic. We have already mentioned this line as that on which the trains would run backwards and forwards between the Minsion-house and Charing-cross, like shuttles in a loom all day along. This small but most important line will be a branch from the Charing-cross Extention, crossing the river near Southwark-bridge, and having its station in Cannon-street, almost in a direct line behind the Mansion-house. This will be a single line of rails, with a fork at the terminus at each end. Thus, the train will leave Charing-cross and pass without stopping, at full speed, in about five minutes, to the Mansion-house terminus at Cannon-street, where on the instant of its arrival on the right fork of the line the train in waiting at the city, on the left fork, will start back, and in this manner, at five-minute intervals, there will be incessant communication between the city and the west in the Britannia-Bridge has a permanent strain of 7 tons to the inch, and many wrought iron bridges both in France and America have to do duty with nearly twice that load. The floor of the roadway between these main girders is formed of a series of cross girders placed as close as 11ft. apart. Each of these weighs nine tons, is 4ft. deep, and equal to a load of 110 tons, though 77 tons is the greatest weight that could be placed upon it. These two brick piers of the old bridge are made to do duty in place of a pair of the circular iron columns we have described, at some saving as regards cost, but with a great loss as far as the uniformity of the structure is concerned. These brick piers are to be cut down to the level of the old roadway which so recently hung to the chains, a handsome parapet and stone balustrade are to be erected on each, and, as they are now of unnecessary thickness and solidity, a stairway will be cut in their interior so as to give access from the foot bridge to the steamboat wharves to be formed at the piers as at present.

The foot passenger traffic is provided for by carrying out a 7ft. path on cantilevers or iron brackets fixed to the main great girders on each side. The sides of the railway will be protected by a handsome railing about 4ft. high. No device, however, will entirely redeem the incongruity and ugliness of this necessary portion of the structure. Where the main girders join on the heads of the columns the junction will be concealed behind ornamental panels of cast iron bronzed. Contraction and expansion in every part of the longitudinal main girders are met by fastening only one end and leaving the other free and able to move on rollers. A change of hundred degrees of temperature would not affect its whole length more than two inches either way; but slight as the difference is, it has to be provided for. From the Middlesex pier the great difficulties and contrivances of the design culminate. It was, of course, impossible to take the station into the Strand, and equally impossible to manage without a space equivalent to carrying the line as far; so no other alternative was left but to commence at once at the north pier, and, instead of continuing the bridge at a uniform width, to spread out like a fan from that spot, widening as the work advanced, so as to attain its *maximum* dimensions long before this curious river terminus enters over the ground of old Hungerford Market. To effect this difficult object a total change of plan takes place. The span is diminished from 154 to 100 feet, but this is reduced in the length of the span is gained in the width, which is increased in such an extent that cross girders for the floor can no longer be used, and these supports in this portion of structure are replaced by longitudinal girders running in the direction of the bridge. These girders are most massive; they are 100 feet long, five feet deep, each weighs 25 tons, and they are so closely placed that there is only five feet interval between them. So rapidly does the familie spread of the bridge, that these girders at the Strand end of these girders suffice to carry the roadway from the brick pier over the first 100 feet of the span, no less than 17 are required for the increasing breadth of the second span, and 24 for the third, which lands this end of the bridge, nearly 200 feet wide, upon the permanent brickwork of the rest of the great station to be erected at Hungerford. As a matter of course the extensive platforms which surround the ground portion of the work across the river have to be largely increased in number under this wider end. To support the first spread of the fan there are seven, and for the second stage nine. The outermost of each of these groups of columns are each eight feet in diameter, the inner ones six feet. 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THE GREAT RAILWAY BRIDGE AT HUNGERFORD.

(From the Times, Jan. 28.)

APPARENTLY in a few years more London will show as many railways on its surface as it now has lines of main sewers. They have long surrounded it, they are now penetrating it, undermining it, or stalking with iron strides across its crowded streets: so that in the lapse of another 10 years or so it will come to pass that omnibuses and cabs will be superseded like the post-chaise and stage-coach of old, and in London at least only used as feeders to the small but important lines of railway which will reduce the limits of this overgrown province of houses to as manageable dimensions in point of time as those of a country town. Our distances are now too great, our time too precious, for mere horse power to be of much avail. Straight short lines of rails and a pace of 25 miles an hour, are actual necessaries in the transaction of London's daily business, and, as only railways can supply these wants, railways are springing up to meet them on every side. Two new railway bridges are already being rapidly built across the Thames,—one for the Charing-cross Extension into Hungerford, one for the Chatham and Dover into Farringdon-street; and a third is about to be commenced by Mr. Hawkshaw between Southwark and London bridges, to take a line into Cannon-street near the mansion-house, between which place and Charing-cross the trains will run backwards and forwards, like shuttles in a loom, all day long. These bridges are more or less remarkable for the skill shown in their construction in designing them to be at once the lightest, cheapest, and strongest structures of their kind and in none are these important qualities more prominent than in Mr. Hawkshaw's bridge at Hungerford. Most of our London readers have noticed the curious way in which the massive iron work of this great erection has gradually enclosed the light and beautiful proportions of Mr. Brunel's suspension bridge, and, while enclosing it, seems also to have eaten its way, plank by plank and iron by iron, till only the brickwork towers and idle chains now remain to show where the best proportioned bridge of this kind in England once stood. In a month or so more the chains themselves will be removed, and the towers shorn down to mere stumps, when the huge strength and massiveness of the new bridge will be fully seen. Little more than this remains to be done to complete this greatest of our railway viaducts over the river Thames. This bridge has so many purposes to answer, has so many difficulties to overcome, and has so many contrivances to eke out and opposite objects to fulfil, that it is probably the most difficult work of the kind that ever has been or will again be attempted across the Thames. It is a railway bridge double the size in width of any in the kingdom, a foot bridge twice as large as old Hungerford; nearly one-third of the bridge is a main station; and, to crown all though the structure is of iron, the brick piers of the old bridge had to be utilized in order to save cost. It is, in short, a bridge of compromises and contrivances, all met and all arranged with so much skill that it discharges each duty as if built for that alone, is very cheap, enormously strong, and withal not nearly so ugly as railway bridges over rivers generally are.

It is rather difficult in these engineering descriptions to give the general reader a clear account of such important works without using technical expressions, but in this case a mere outline of the work itself and the nature of the duties it has to perform will speak sufficiently for themselves. The total length of the bridge from end to end is 1,360ft., its width between the main girders is 50ft., and outside this there are two 7ft., footways for passengers, making the total width 64ft., with a clear headway above high water-mark of 25ft.

From the Surrey side to the brick pier of the old structure on the Middlesex shore the bridge is carried on a series of hollow cast-iron cylinders or columns, with a span of 154